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PINES, GRAND LAKE, TWELVE MILES FROM
LAKE STREAM. WASHINGTON COUNTY RAILROAD



*Annual report of the Railroad
Commissioners of the State of ...*

Maine Board of Railroad Commissioners



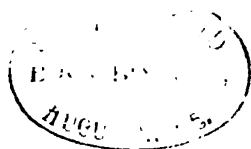
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FORTY-SECOND ANNUAL REPORT

cf

OF THE

Maine Board of

Railroad Commissioners

OF THE

STATE OF MAINE

WITH STATISTICAL TABLES COMPILED FROM THE ANNUAL
RETURNS OF THE RAILROAD COMPANIES OPERATING
RAILROADS IN THE STATE FOR THE YEAR
ENDING JUNE 30, 1900, INCLUDING
PETITIONS,

DECISIONS AND RULES OF THE BOARD.

MADE DURING THE YEAR ENDING NOVEMBER 30,

1900.

AUGUSTA
KENNEBEC JOURNAL, PRINT
1900

BOARD OF RAILROAD COMMISSIONERS.

JOSEPH B. PEAKS, *Chairman*, DOVER.
BENJ. F. CHADBOURNE, BIDDEFORD.
*PARKER SPOFFORD, BUCKSPORT.

E. C. FARRINGTON, *Clerk*, AUGUSTA.

* Parker Spofford, Bucksport, Me., was appointed in place of Frederic Danforth whose term expired November 16, 1900.

APR 24 1913

CONTENTS.

	PAGE
Index to decisions	71
General Index	405
Part I—Railroad mileage, physical condition, new railroads, and statistical information, accidents, etc.	
Part II—Index preceding petitions, order of notices, decisions by the Board, special reports upon accidents and comparative statements of the condition and opera- tion of railroads.	
Appendix—Returns, organization, officers, etc., of all railroads.	

Part I—Railroad mileage, earnings, statistical information, etc..	1-68
Accidents, steam railroads.....	28-30
Accidents, street railways.....	44
Accidents, Special report of the Board. Part II..	209
Assets and liabilities, general statement.....	19
Bridges, number, construction, etc., on all railroads in Maine	25
Earnings, charges, dividends, street railways.....	42
Engines, number, passenger and freight cars, rates, etc	20
Freight, tons carried, averages.....	7, 23
Fares, freight rates, comparisons, 1880-1900.....	12-15
Gross income, operating expenses, etc.....	5
Grab irons, couplers, grade crossings.....	24, 26
Income, expenses, dividends, 1899-1900.....	8-9
Passenger and freight receipts per mile, etc.....	10-11
Railroad employees and wages, steam and street...	31
Inspection and physical condition.....	46-68
Railroad construction, ways, structures, 1899-1900.	3
Railroads, narrow gauge, operations, statistical....	33-35
Steam railroads, mileage, 1879-1900.....	27
Steam railroad mileage in Maine June 30, 1900....	4
Street railways, mileage, gross earnings, income..	36-38
Investments, liabilities, volume of traffic, etc.....	38-43
Statements, comparative, steam railroads, detail...	212-236
Statements, comparative, street railways, detail....	237-262
Traffic, density of, wages, fuel, per train mile....	16-17

RULES OF THE BOARD OF COMMISSIONERS.

1. Regular sessions of the Board will be held at their office on the first Wednesday of each month, at ten o'clock in the forenoon, and when practicable, all hearings on applications to the Board will be held at such regular sessions.

2. All applications to the Board must be in writing and signed by the person making such application, or if a corporation, by its agent or attorney.

3. Applications for approval of articles of association, in organizing railroad corporations under the laws of the State, shall be by petition to the Board, setting forth briefly the formation of such association, its name and gauge and route of the proposed railroad, and such applications shall be signed by one or more of the directors named in the articles of association. Upon reception of such application, a hearing on same shall be appointed, and reasonable notice thereof ordered and published in such newspaper as the Board may designate.

4. When railroads are hereafter constructed across highways or other public ways, application shall be made to the Board, and the manner and conditions of such crossings determined, before corporations shall enter upon the construction of such railroads.

5. Applications or petitions may be presented to the Chairman, or addressed to, or delivered to the Clerk of the Board, at Augusta, Maine.

6. The Clerk of the Board shall keep a Journal of its proceedings and a full and correct record of all petitions and applications filed, and of all orders and decisions of the Board. Said record shall be open for inspection to all persons interested, and certified copies thereof, on application therefor, shall be furnished by said Clerk for a reasonable compensation.

7. In all hearings the Board will be governed, so far as applicable, by the rules of the Supreme Judicial Court of Maine, and the petitioner or applicant will in all cases be entitled to open and close.



FREDERIC DANFORTH, GARDINER, ME.

Railroad Commissioner from 1894 to 1900.

Reference to pages 67—68.

STATE OF MAINE.

To the Honorable Llewellyn Powers, Governor of Maine:

The Board of Railroad Commissioners in accordance with the provisions of statute respectfully submits its forty-second annual report.

Twenty-two railroad corporations, located wholly or in part in Maine whose roads are operated by steam and twenty street railway corporations, whose roads are operated, with one exception, by electricity, have made their annual returns for the year ending June 30, 1900.

Of the roads operated by steam, fifteen were standard gauge and seven narrow or two feet gauge roads.

RAILROAD CONSTRUCTION.

As shown by the annual report of 1899, there were 1,871.85 miles of steam railroads in Maine.

During the year ending June 30, 1900, there has been constructed the following additional mileage.

Bangor & Aroostook Railroad,—Caribou to Van

Buren 33.11 miles

Maine Central Railroad,—Branch from Gardiner

to Copsecook Mills..... 1.15 "

Rumford Falls & Rangeley Lakes Railroad extension

..... .31 "

34.57 "

Less, changes in spurs and by remeasurement.... 1.42 "

Total increase..... 33.15 "

This additional mileage constructed makes the total mileage of steam railroads in Maine on June 30, 1900, 1,905 miles.

Of this mileage 1,750.83 is standard gauge, and 154.17 miles, narrow gauge. The only mileage not operated was the Rockport Railroad, three miles in length.

GROSS EARNINGS FROM OPERATION IN MAINE.

To ascertain the gross earnings from operation in Maine of the steam railroads, deductions have to be made for the amount earned in other states by railroads operated in part only in Maine, as the returns cover the whole mileage. By a careful and conservative estimate of the earnings which properly belong to this State it is found that there was a gain in gross earnings in Maine, of \$1,385,283.88.

The gross earnings in Maine, for the year ending June 30, 1900, was \$10,008,502.50, against \$8,723,218.62, which gives an increase of \$1,285,283.88.

The number of passengers carried in Maine for the year ending June 30, 1900, was 5,417,759, against 4,908,971 in 1899, a gain of 508,788 passengers carried.

The number of tons of freight hauled in Maine for the corresponding year was 7,681,808, against 6,539,200 in 1899, a gain of 1,142,608 tons hauled.

The total passenger train mileage was for the year ending June 30, 1900, 3,350,608, against 3,239,616 in 1899, a gain of 110,992 in passenger train mileage.

The total freight train mileage for the corresponding year, was 3,345,232 miles, against 3,228,770 in 1899, a gain in freight train mileage of 116,462 miles.

The number of passengers carried one mile for year ending June 30, 1900, was 144,345,804, against 130,969,634 in 1899, a gain of 13,376,170 in passengers carried one mile.

The number of tons of freight carried one mile for the corresponding year was 551,954,059, against 465,951,675 in 1899, a gain of 86,002,384 tons carried one mile.

The total revenue train mileage in Maine including mixed trains for the year ending June 30, 1900, was 6,941,256 miles.

The mileage of non-revenue trains was 1,194,201 miles. The grand total mileage of revenue and non-revenue trains in Maine was 8,135,457 miles.

Reference to the following table will show that the increased volume of traffic and consequent increased earnings were taken advantage of by the railroad companies to improve their roads by expending larger amounts upon Ways and Structures and Equipment.

The Following Table Shows the Amounts Expended for "Maintenance of Way and Structures," "Equipments," "Conducting Transportation," "General Expenses," for Years 1899 and 1900; Increase or Decrease for the Years Ending June 30, 1899 and 1900, upon Steam Railroads Doing Business in Maine.

Railroad.	1899.		1899.		1900.		1899.		1900.		Increase or decrease over 1899.
	Mainten- ance of way and structure.	Mainten- ance of structure.	Mainten- ance of equipment.	Mainten- ance of equipment.	Conducting transportation.	General expenses.	Conducting transportation.	General expenses.	General expenses.	General expenses.	
Bangor & Aroostook R. R.	\$17,569 64	\$221,942 10	\$53,928 04	\$38,412 84	\$392,705 99	\$42,841 74	\$392,705 99	\$42,841 74	\$49,547 59	\$169,176 79	
Boston & Maine R. R.	2,804,076 14	3,070,835 79	2,064,042 73	2,574,899 56	8,292,721 91	8,292,721 91	8,292,721 91	8,292,721 91	539,624 90	1,457,012 98	
Bridgton & Saco River R. R.	6,435 91	7,308 22	2,322 24	3,279 51	13,986 91	13,986 91	13,986 91	13,986 91	1,311 13	2,041 29	
Canadian Pacific Ry.	99,094 21	91,892 33	57,359 92	69,145 71	248,872 85	248,872 85	248,872 85	248,872 85	62,695 82	53,495 91	
Franklin & Megalloway Ry.	7,362 02	9,612 29	1,480 47	1,778 02	8,934 85	8,934 85	8,934 85	8,934 85	3,362 06	4,476 90	
Georges Valley R. R.	1,428 14	2,055 83	278 96	589 62	4,790 25	4,790 25	4,790 25	4,790 25	1,428 03	2,397 77	
Grand Trunk Ry.	574,010 60	217,968 48	141,652 76	108,184 41	636,135 62	636,135 62	636,135 62	636,135 62	34,085 96	24,569 19	
Kennebec Central R. R.	2,880 40	2,701 67	706 96	1,416 23	6,008 24	6,008 24	6,008 24	6,008 24	833 94	686 69	
Line Rock R. R.	6,594 29	5,963 21	4,387 06	3,857 42	11,473 77	11,473 77	11,473 77	11,473 77	5,008 57	4,992 84	
Maine Central R. R.	719,410 46	786,165 32	629,459 66	819,769 44	1,790,881 40	1,790,881 40	1,790,881 40	1,790,881 40	128,459 13	470,634 13	
Monson R. R.	1,510 72	2,303 66	384 83	174 70	2,903 80	2,903 80	2,903 80	2,903 80	554 57	950 28	
Patten & Sherman R. R.	1,076 97	1,363 40	250 69	1,296 23	3,577 26	3,577 26	3,577 26	3,577 26	1,558 34	1,317 55	
Phillips & Rangeley R. R.	7,539 00	7,328 18	2,692 00	3,697 04	14,754 18	14,754 18	14,754 18	14,754 18	20,064 39	10,735 94	
Portland & Rochester R. R.	60,984 96	135,638 93	34,935 60	112,630 39	95,237 24	95,237 24	95,237 24	95,237 24	17,392 87	18,222 41	
Portland & Rumford Falls R. R.	63,741 99	69,983 33	50,255 46	51,126 34	83,946 50	83,946 50	83,946 50	83,946 50	18,222 41	68,181 61	
Rumford Falls & Rangeley Lakes R. R.	17,283 47	24,864 82	7,158 48	9,807 13	19,113 32	19,113 32	19,113 32	19,113 32	3,581 16	17,239 02	
Sandy River R. R.	5,975 76	6,404 67	2,679 23	3,390 51	13,761 60	13,761 60	13,761 60	13,761 60	3,221 79	4,896 87	
Sebasticonk & Moosehead R. R.	948 00	1,782 74	-	182 10	4,421 46	4,421 46	4,421 46	4,421 46	723 76	2,876 65	
Somerset Ry.	21,714 69	28,046 64	3,882 91	7,297 29	22,536 30	22,536 30	22,536 30	22,536 30	6,026 09	7,873 82	
Washington County R. R.	125,692 77	48,552 80	11,389 82	23,568 78	143,030 01	143,030 01	143,030 01	143,030 01	10,706 86	107,337 65	
Wiscasset & Quebec R. R.	9,774 83	8,325 62	1,542 53	323 28	7,671 81	7,671 81	7,671 81	7,671 81	2,915 43	9,168 10	
York Harbor & Beuch R. R.	5,285 80	4,484 71	.....	.....	13,299 04	13,299 04	13,299 04	13,299 04	352 77	332 08	
Totals	\$4,316,340 87	\$4,657,794 77	\$3,060,969 99	\$3,864,028 50	\$11,599,205 95	\$13,164,143 03	\$11,599,205 95	\$13,164,143 03	\$921,921 35	\$938,794 70	

*Decrease.

†Six months operation.

‡Includes St. Croix and Penobscot Railroad.

Mileage of Steam Railroads for the Year Ending June 30, 1900.

Railroads.	Miles in Maine.	Length of line operated.	Miles of second track.	Miles of yard track and sid- ings operated.	Miles of branch track operated.
Bangor & Aroostook Railroad:					
Brownville to Caribou.....	154.14	364.05	364.05	58.33	174.07
Old Town to Greenville.....	76.00				
Fort Fairfield Jc. to Fort Fairfield ..	13.30				
Ashland Jc. to Ashland.....	42.64				
Caribou to Van Buren.....	83.11				
Spurs.....	9.62				
Caribou to Limestone.....	15.91				
Milo Jc. to Katahdin Iron Works...	19.02				
Spurs.....	.91				
Boston & Maine Railroad:					
Western Division.....	44.00	157.43	1,787.04	319.69	878.69
Eastern Division.....	50.78				
Northern Division.....	2.92				
Worcester, Nashua & Portland Div.: (Portland & Rochester Railroad)...	51.88				
Kennebunk & Kennebunkport.....	4.50				
Old Orchard Beach.....	3.27				
Bridgton & Saco River Railroad*		21.25	21.25	1.50	
Canadian Pacific Railway	144.50	176.70	1,232.80	19.30	
Aroostook River Branch	20.20				
Houlton Branch.....	3.00				
Franklin & Megantic Railroad*	16.70	26.70	25.00	.50	
Kingfield & Dead River Railroad*....	10.00				
Georgia Valley Railroad		8.50	8.50		
Grand Trunk Railway:					
Portland to Boundary Line.....	82.60	89.37	171.99	63.54	
Lewiston Branch.....	5.41				
Norway Branch.....	1.36				
Kennebec Central Railroad*		5.00	5.00		
Lime Rock Railroad		11.30	112.57		
Maine Central Railroad:					
Portland to Bangor.....	136.60	649.67	815.83	40.50	56.20
Brunswick to Bath.....	8.90				
Cumberland Jc. to Skowhegan.....	91.20				
Brunswick to Farmington.....	62.60				
Crowley's Jc. to Lewiston.....	4.90				
Brewer Jc. to Mt. Desert Ferry.....	41.13				
Gardiner Jc. to Copsebrook Mill.....	1.15				
Knox & Lincoln Railway:					
Woolwich to Rockland.....	47.03				
Rockland to Wharf.....	1.36				
Burnham Jc. to Belfast.....	33.13				
Newport to Dexter.....	14.23				
Dexter Jc. to Foxcroft.....	16.54				
Bangor to Vanceboro.....	114.30				
Orono to Stillwater.....	3.01				
Enfield to Montague.....	3.03				
Bangor Jc. to Bucksport.....	18.80				
Portland to Lunenburg.....	109.10				
Union Station to Thompson's Point..	.74				
Quebec Jc. to Beecher's Falls.....	55.33				
Beecher's Falls to Line Ridge.....	52.85				
Monson Railroad*		8.16	8.16	1.00	
Patten & Sherman Railroad		5.84	5.84	1.61	
Phillips & Rangeley Railroad*		28.60	28.60	1.55	
Portland & Rochester Railroad.†					
Portland & Rumford Falls Railway:					
Rumford Falls Jc. to Rumford Falls. 53.58		63.85	568.05	14.58	
Canton to Otis Falls.....	10.27				
Rockport Railroad		3.00			
Rumford Falls & Rangeley Lakes Railroad...		31.31	132.42	5.97	
Sandy River Railroad*		18.00	18.00		
Sebastieook & Moosehead Railroad		8.00	8.00	.25	
Somerset Railway		42.06	42.06	4.45	
Washington County Railroad:					
Calais to Washington Jc.....	162.23	131.58	136.33	9.82	
Eastport Jc. to Eastport.....	16.78				
St. Croix Jc. to Princeton.....	17.32				
Wiscasset & Quebec Railroad*		43.46	43.46		
York Harbor & Beach Railroad		11.17	11.17	1.11	
		1,905.00			

† 56 miles from Mattawamkeag to Vanceboro, operated on M. C. R. R. line.

‡ 1.27 miles, M. C. R. R. trackage rights. \$4.20 miles, M. C. R. R. trackage rights.

* Narrow (two foot gauge). † A part of the B. & M. R. R. from January 1, 1900.

|| 1.42 trackage rights Portland & Rumford Falls Railway.

GROSS EARNINGS.

Table Showing the Gross Earnings from Operation of the Railroads doing Business in Maine for the Years Ending June 30, 1894, 1895, 1896, 1897, 1898, 1899 and 1900.

Railroads.	1894.	1895.	1896.	1897.	1898.	1899.	1900.
Bangor and Aroostook Railroad	\$245,902 63	\$252,232 12	\$290,661 50	\$754,780 06	\$779,206 76	\$999,253 36	\$1,227,916 16
Boston and Maine Railroad	16,022 533 02	16,537,967 93	20,490,768 37	19,640,948 30	19,850,984 06	20,027,248 11	22,301,764 04
Brigleton and Saco River Railroad *	24,820 90	29,861 41	39,514 62	23,063 44	28,433 26	35,780 40	40,693 82
Canadian Pacific Railway	282,930 86	258,337 75	361,070 85	419,063 32	462,063 67	485,350 48	516,300 48
Franklin and Megantic Railway *	9,338 51	15,532 48	12,678 65	13,698 68	15,843 02	22,285 45	31,503 38
Georges Valley Railroad	4,945 51	10,803 12	11,637 78	10,643 87	11,014 55	11,553 30	12,778 36
Grand Trunk Railway	1,049,668 43	975,004 87	1,027,255 35	1,163,233 20	1,374,505 67	1,301,943 24	1,806,900 42
Kennebec Central Railroad *	14,955 11	14,417 89	13,250 54	15,253 65	16,975 30	15,581 62	17,129 94
Lime Rock Railroad	59,708 17	64,723 68	71,947 76	71,898 50	59,805 64	72,410 45	77,006 59
Maine Central Railroad	4,655,685 86	4,389,761 88	5,010,618 55	4,923,835 91	4,784,101 23	5,040,689 16	5,640,738 63
Monson Railroad *	9,413 21	6,446 26	7,257 83	6,907 72	5,433 63	5,540 04	5,415 35
Patton and Sherman Railroad	39,275 28	34,301 42	32,600 51	4,225 34	4,806 42	5,030 61	7,000 09
Phillips and Rangeley Railroad *	222,378 84	256,449 84	263,297 37	39,633 40	35,168 83	34,928 86	32,949 23
Portland and Rochester Railroad	111,613 16	173,349 89	205,182 29	242,419 18	253,373 45	296,041 30	|| 159,954 19
Portland and Rumford Falls Railway	7,063 61	6,919 52	7,310 15	2,296 32	2,698 49	300,808 29	356,479 61
Rockport Railroad †	-	-	48,000 74	96,449 64	81,500 82	74,139 64	91,191 88
Rumford Falls and Rangeley Lakes Railroad	51,279 53	44,667 95	47,683 99	43,996 05	44,306 68	48,196 49	47,421 50
Sandy River Railroad *	8,065 57	10,290 86	6,448 32	8,702 01	8,936 85	9,867 60	10,361 51
Sebastecook and Moosehead Railroad	67,484 77	75,373 10	84,261 70	78,688 46	67,133 84	80,185 40	103,367 96
Somerset Railway	27,558 92	26,455 35	28,653 05	25,765 26	25,643 96	17,141 24	227,757 86
St. Croix and Penobscot Railroad	-	-	18,715 13	19,177 84	30,945 45	18,979 25	20,326 55
Washington County Railroad	-	2,845 55	37,178 09	36,456 70	30,819 04	20,586 51	23,540 23
Wiscasset and Quebec Railroad *	32,448 16	35,180 47	-	-	-	-	-
York Harbor and Beach Railroad	-	-	-	-	-	-	-
Increase.....	\$22,948,378 61	\$24,401,621 34	\$28,526,763 24	\$27,888,788 79	\$28,150,245 77	\$25,786,791 77	\$32,247,515 91
Total.....	\$3,450,724 14	\$3,450,724 14	\$3,450,724 14	\$3,450,724 14	\$3,450,724 14	\$3,450,724 14	\$3,450,724 14

* Narrow gauge railroads.

† Four months operation.

† Not in operation.

† Six months ending December 31, 1899.

PASSENGER TRAFFIC.

Table Showing Total Number of Passengers Carried by the Steam Railroads Doing Business in Maine for Years Ending June 30, 1894, 1895, 1896, 1897, 1898, 1899 and 1900.

Railroads.	1894.	1895.	1896.	1897.	1898.	1899.	1900.
Bangor and Aroostook Railroad	106,162	194,574	220,940	220,213	228,838	239,092	315,747
Boston and Maine Railroad	33,384,862	32,840,241	33,132,982	32,658,341	32,173,219	31,607,156	32,682,814
Bridgton and Saco River Railroad*	14,803	15,221	15,877	13,745	13,075	19,717	19,119
Canadian Pacific (International)	89,860	81,490	70,245	66,356	76,048	77,518	79,473
Franklin and Megantic Railway	5,287	5,915	6,851	6,890	7,851	7,590	11,547
Georges Valley Railroad	3,120	4,980	5,141	4,422	6,303	5,600	5,980
Grand Trunk Railway	413,980	384,339	408,053	358,846	387,342	303,563	286,380
Kennebec Central Railroad*	32,717	37,301	35,845	38,121	49,727	61,321	57,920
Maine Central Railroad	2,167,063	2,033,807	2,110,734	2,005,172	2,071,431	2,136,470	2,387,846
Monson Railroad*	4,628	4,206	4,190	3,565	4,486	3,849	4,438
Patten and Sherman Railroad	13,252	11,562	10,409	6,231	7,389	6,873	10,632
Phillips and Rangeley Railroad*	265,501	307,786	287,067	9,867	10,198	10,729	10,921
Portland and Rochester Railroad	60,923	93,241	99,136	204,100	268,489	273,516	†143,881
Portland and Rumford Falls Railway .....	.....	.....	.....	95,862	98,427	84,503	117,974
Rumford Falls and Rangeley Lakes Railroad .....	.....	.....	.....	10,798	11,374	9,012	11,781
Sandy River Railroad*	26,514	20,370	25,331	27,445	23,569	24,179	27,068
Sebastieook and Moosehead Railroad	9,198	9,461	6,867	7,561	8,068	7,711	10,084
Somersett Railway	28,477	27,131	29,861	25,457	25,363	24,429	28,474
St. Croix and Penobscot Railroad	10,969	8,022	8,165	6,245	6,035	2,404	.....
Washington County Railroad .....	.....	.....	.....	.....	.....	66,082	175,926
Wassisset and Quebec Railroad* .....	.....	.....	.....	.....	.....	9,767	9,052
York Harbor and Bench Railroad	76,192	84,397	85,628	89,772	77,922	87,222	61,300
Increase over 1896	36,716,508	35,674,604	38,591,691	35,632,574	35,572,460	35,068,333	36,718,571
.....	.....	.....	.....	.....	.....	.....	1,660,238

* Narrow gauge railroads.

† Six months ending December 31, 1899.

‡ Now a part of the Washington County Railroad.

FREIGHT TRAFFIC.

Table Showing the Total Number of Tons of Freight Carried by all Steam Railroads doing Business in Maine for the Years Ending June 30, 1894, 1895, 1896, 1897, 1898, 1899 and 1900.

Railroads.	1894.	1895.	1896.	1897.	1898.	1899.	1900
Bangor & Aroostook Railroad.	127,867	257,609	295,401	341,725	323,190	408,858	638,974
Boston & Maine Railroad.....	7,389,273	8,381,322	10,247,029	9,892,706	10,271,875	10,644,376	12,426,571
*Bridgton & Saco River Railroad	15,864	15,449	13,896	14,308	15,552	20,944	24,619
Canadian Pacific Railway (International)	301,653	266,362	279,882	289,120	364,663	389,421	454,168
*Franklin & Megantic Railway	5,713	10,438	9,140	8,641	12,542	19,896	14,906
Georges Valley Railroad	7,836	12,767	12,863	15,558	18,696	37,455	29,732
Grand Trunk R'y	990,107	1,014,226	1,042,781	1,247,028	1,402,938	1,506,862	1,596,155
*Kennebec Central Railroad..	6,691	6,134	4,896	6,342	5,406	5,378	6,033
Lime Rock Railroad	202,402	215,809	238,052	236,122	197,879	247,485	267,920
Maine Central Railroad	2,170,538	2,476,337	2,678,203	2,687,608	2,747,021	3,217,809	3,578,915
*Monson R. R. ...	6,474	4,758	6,548	7,897	6,929	6,110	6,454
Patten & Sherman Railroad.	.....	.....	.....	4,267	3,351	4,469	5,782
*Phillips and Rangeley R. R.	25,328	21,973	12,464	19,359	19,006	19,543	14,600
Portland & Rochester Railroad.	194,497	256,061	256,069	239,187	272,437	307,470	†108,963
Portland & Rumford Falls R'y.	66,389	113,358	168,438	233,379	278,881	367,735	409,048
Rockport Railroad.....	12,000	11,750	12,183	3,777	.....	.....	.....
Rumford Falls and Rangeley Lakes R. R. ....	.....	.....	77,078	142,142	131,435	91,189	100,252
*Sandy River R.R.	36,322	31,038	34,192	29,607	29,008	42,065	34,729
Sebasticook and Moosehead R.R.	5,675	5,897	3,760	6,638	7,316	15,049	10,513
Somerset Railway	46,262	63,744	77,925	77,002	59,543	100,245	131,586
St. Croix and Penobscot Railroad .....	.....	54,739	60,815	53,399	62,586	15,924	.....
Washington Co. Railroad .....	.....	.....	.....	.....	.....	31,690	130,727
*Wiscasset and Quebec R. R. ....	.....	1,890	9,671	8,829	8,155	7,980	10,689
York Harbor & Beach Railroad	6,859	6,797	9,873	10,992	8,082	5,793	7,910
Increase	11,618,280	13,227,958	15,548,101	15,575,122	16,246,623	17,513,738	20,394,176
						1,267,115	2,880,438

*Narrow gauge railroads.

†Not in operation.

‡Six months ending December 31, 1899

||Now part of the Washington County Railroad.

INCOME, EXPENSES, DIVIDENDS, ETC.

Comparative Statements from Returns of Railroad Corporations.

Tables Nos. 1 and 2 give the gross income from operation, income from other sources, total income, operating expenses, interest, taxes and other charges, net divisible income, dividends paid, rate per cent, surplus or deficit, of all steam railroads doing business in Maine for the years ending June 30, 1899 and 1900.

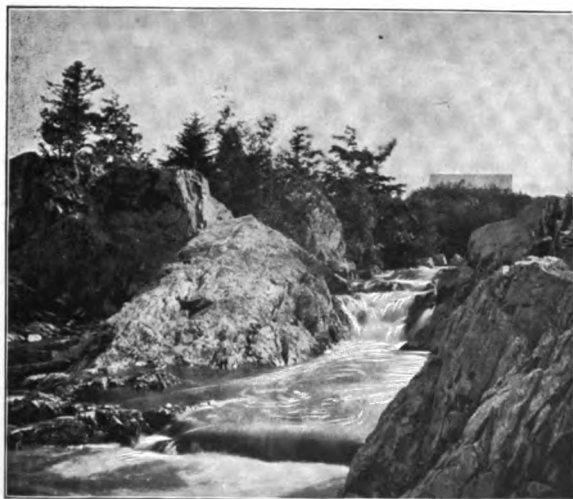
TABLE NO. 1—1899.

Railroads.	Gross income from operation.	Income from other sources.	Total income.	Operating expenses.	Interest, taxes and other charges.	Net divisible income.	Dividends paid.	Rate %.	Surplus.	Deficit.
Bangor and Aroostook Railroad	\$929,253 56		\$929,253 56	\$573,161 33	\$307,925 54	\$48,866 69			\$48,866 69	
Boston and Maine Railroad	20,027,248 11	\$513,453 28	20,540,701 39	13,719,613 71	5,553,709 86	1,278,415 03	\$1,284,002 00	6	45,413 03	
Bridgton and Saco River Railroad *	35,790 40	704 63	36,495 03	24,225 17	6,553 83	5,675 83	4,078 00	4	1,497 83	
Canadian Pacific Railway	485,350 48		485,350 48	455,841 66	73,527 02					
Franklin and Megantic Railway *	22,256 45		22,256 45	20,881 72	716 64	688 09			688 09	
Georges Valley Railway	12,553 20		12,553 20	6,535 96	3,498 07	2,519 17			2,519 17	
Grand Trunk Railway	1,201,334 24	2,740 23	1,204,074 47	1,068,894 34	565,364 89					
Kennebec Central Railroad *	15,561 92		15,561 92	10,537 54	1,943 61	3,080 77	2,400 00	6	680 77	
Lime Rock Railroad	73,410 45	2,347 69	74,958 14	28,521 39	24,620 84	22,115 91	6,750 00	14	15,365 91	
Maine Central Railroad	5,049,659 16	53,478 63	5,103,138 84	3,283,337 40	1,397,616 53	422,212 91	296,513 50	6	125,681 41	
Monson Railroad *	5,540 04	12 00	5,552 04	5,065 77	4,882 69					
Patten and Sherman Railroad	5,030 61		5,030 61	4,904 92	74 20	51 49			51 49	
Phillips and Rangeley Railroad *	34,928 86		34,928 86	26,358 65	18,423 24					
Portland and Rochester Railroad	298,041 20	3,451 06	299,492 26	211,252 19	21,950 74	86,299 85	35,524 22	6	775 13	
Portland and Rumford Falls Railway	300,808 29	83,831 58	384,739 87	184,266 32	61,575 67	88,397 88	60,000 00	6	28,397 88	
Rumford Falls and Rangeley Lakes R. R.	74,139 64		74,139 64	48,639 67	21,871 75	4,128 32			4,128 32	
Sandy River Railroad *	48,196 49	2,800 00	50,996 49	25,938 50	16,924 88	8,778 11	6,000 00	6	9,778 11	
Sebastecook and Moosehead Railroad	9,987 60		9,987 60	5,369 48		4,618 14				
Somerset Railway	80,185 40		80,185 40	54,171 92	16,664 47	10,357 01			10,357 01	
Washington County Railroad *	73,730 67		73,730 67	21,904 70	604 60					
Wiscasset and Quebec Railroad *	18,997 25		18,997 25	21,904 70	9,621 33					
York Harbor and Beach Railroad	20,596 51	1,107 73	21,694 24	19,497 09	452 54	1,774 81			1,174 81	

* Narrow gauge railroads.



THE BIRCHES, GRAND LAKE, TWELVE MILES FROM GRAND LAKE STREAM. WASHINGTON COUNTY RAILROAD.



COLUMBIA FALLS, ON LINE OF WASHINGTON COUNTY RAILROAD.

INCOME, EXPENSES, DIVIDENDS, ETC.—Concluded.
Comparative Statements from Returns of Railroad Corporations—Continued.
TABLE No. 9—1900.

Railroads.	Gross income from operation.	Income from other sources.	Total income.	Operating expenses.	Interest, taxes and other charges.	Net divisible income.	Dividends paid.	Rate-%.	Surplus.	Deficit.
Bangor and Aroostook Railroad	\$1,927,916 16	\$2,508 83	\$1,930,425 99	\$749,338 12	\$434,964 99	\$493,190 06	.....	.....	\$63,190 06	.....
Boston and Maine Railroad	22,801,764 04	592,725 90	23,394,489 93	15,569,696 93	5,567,543 07	1,667,320 57	.....	.....	172,016 82	.....
*Bridgton and Saco River Railroad	40,182 92	385 80	40,568 72	36,376 46	6,338 58	7,363 57	.....	.....	3,786 57	.....
Camden and Easton Railroad	616,300 46	.....	616,300 46	439,376 39	80,113 12	.....	.....	.....	.....	\$63,080 05
*Franklin and Megalloway Railroad	21,508 34	.....	21,508 34	25,358 63	8,114 97	.....	.....	.....	.....	4,666 21
Georges Valley Railroad	12,778 86	65 84	12,843 70	8,893 73	3,171 65	.....	.....	.....	806 32	.....
Grand Trunk Railroad	1,306,900 42	.....	1,306,900 42	1,110,433 33	255,980 43	.....	.....	.....	.....	405,853 53
*Kennebec Central Railroad	17,329 84	.....	17,329 84	11,186 23	1,869 87	4,073 84	347,040 00	6	.....	.....
*Lime Rock Railroad	77,003 50	2,064 24	79,070 83	27,234 53	24,115 64	97,716 64	18,000 00	4	1,673 84	.....
Maine Central Railroad	5,640,733 63	57,944 53	5,698,698 26	3,753,971 53	1,408,839 43	586,167 81	283,543 50	6	237,613 81	.....
*Monson Railroad	5,415 35	20 13	5,435 48	8,016 05	4,654 45	.....	.....	.....	.....	5,235 02
Patten and Sherman Railroad	7,080 09	.....	7,080 09	8,722 47	1,849 36	188 33	.....	.....	188 33	.....
*Phillips and Rangeley Railroad	32,049 33	4 55	32,053 88	26,358 62	13,605 09	.....	.....	.....	.....	7,045 63
Portland and Rochester Railroad	159,954 19	1,847 98	161,802 17	116,406 97	6,998 07	37,734 38	17,760 00	8	119,964 38	.....
Portland and Rumford Falls Railroad	356,479 61	20,697 68	377,177 29	247,447 86	56,137 06	70,602 30	40,000 00	4	30,602 30	.....
Rumford Falls and Rangeley Lakes R. R.	91,191 86	.....	91,191 86	65,578 09	21,344 33	3,968 36	.....	.....	3,968 36	.....
*Sandy River Railroad	47,421 50	2,566 08	49,987 58	25,156 63	15,953 47	8,847 43	5,000 00	6	2,847 43	.....
Sebasticook and Moosehead Railroad	10,361 51	.....	10,361 51	8,248 11	49 50	2,065 90	.....	.....	2,065 90	.....
Somerset Railway	103,907 96	.....	103,907 96	71,953 19	15,949 19	16,090 20	.....	.....	16,090 20	.....
Washington County Railroad	227,757 86	.....	227,757 86	197,761 84	106,326 29	.....	.....	.....	.....	75,330 41
*Wiscasset and Quibec Railroad	20,335 55	.....	20,335 55	17,735 60	118 16	.....	.....	.....	.....	1,519 21
York Harbor and Beach Railroad	22,540 23	1,135 99	23,676 22	17,053 83	237 47	6,885 92	.....	.....	6,385 92	.....

* Narrow gauge railroads.

† 7 % Common, 6 % Preferred.

+ Six months operation.

PASSENGER AND FREIGHT RECEIPTS.

Comparative Statements from Returns of Railroad Corporations—Continued.

Tables Nos. 3 and 4 give the number of passengers carried, average journey, average receipts per passenger per mile, average receipts per passenger per train mile, number of tons of freight hauled, average haul, average receipts per ton per mile, average receipts per ton per train mile, on all steam railroads doing business in Maine for the years ending June 30, 1899 and 1900.

TABLE NO. 3—1899.

Railroads.	Number passengers carried.	Average journey— miles.	Average receipts per passenger.	Average receipts per passenger per mile.	Tons of freight carried.	Average haul.	Average receipts per ton.	Average receipts per ton per mile.
Bangor and Aroostook Railroad	329,092	40.46	\$ 9.911	2.45 cts.	408,938	94.72	\$1.4936	1.57 cts.
Boston and Maine Railroad	31,607,196	15.73	.2983	1.71 cts.	10,644,376	67.59	.9653	1.43 cts.
• Bridgton and Saco River Railroad	19,717	13.20	.0188	4.68 cts.	20,944	15.18	.9075	6.97 cts.
Canadian Pacific Railway	77,518	76.51	1.1350	1.50 cts.	383,421	173.83	.8461	0.60 cts.
• Franklin and Megalloway	4,560	15.01	.6654	3.75 cts.	15,898	32.20	.8140	3.06 cts.
Georges Valley Railroad	302,393	57.49	.7814	2.08 cts.	37,455	113.84	.9071	0.53 cts.
Grand Trunk Railway	51,321	4.92	.1349	3.09 cts.	1,606,402	6.00	1.3408	24.83 cts.
Kennebec Central Railroad	2,163,470	38.90	.8823	2.26 cts.	947,456	79.94	.8792	1.10 cts.
Maine Central Railroad	6,749	5.16	.3024	4.91 cts.	6,110	6.16	.6483	10.02 cts.
Penobscot Railroad	10,743	95.34	.3094	9.29 cts.	4,498	6.84	.3247	8.96 cts.
• Phillips and Bangsley Railroad	273,516	19.46	.9822	9.94 cts.	15,043	31.90	.8154	4.04 cts.
Portland and Rochester Railroad	94,583	23.76	.6152	3.25 cts.	897,470	33.67	.6389	1.44 cts.
Portland and Rumford Falls Railway	94,012	23.03	1.1910	6.00 cts.	867,735	37.82	.6321	2.24 cts.
• Sandy River Railroad	24,771	14.03	.5488	9.40 cts.	42,036	31.32	.9071	3.10 cts.
Sebascoak and Moosehead Railroad	24,430	28.60	.4000	6.00 cts.	12,045	8.00	.7011	6.50 cts.
Somerset Railway	56,692	28.71	.7570	8.53 cts.	101,245	19.49	.5492	3.79 cts.
• Washington County Railroad	9,367	18.00	.5210	9.90 cts.	21,690	35.59	.8143	2.52 cts.
• Wiscasset and Quebec Railroad	87,222	8.97	.1693	1.88 cts.	7,990	27.70	1.9190	4.87 cts.
York Harbor and Beach Railroad					5,793	7.58	.8772	11.66 cts.

* Narrow gauge railroads.

PASSENGER AND FREIGHT RECEIPTS—Concluded.
Comparative Statements from Returns of Railroad Corporations—Concluded.

TABLE NO. 4—1900.

Railroads.	Number of passengers carried.	Average journey— miles.	Average receipts per passenger.	Average receipts per mile.	Number of tons of freight hauled.	Average haul— miles.	Average receipts per ton.	Average receipts per ton per mile.
Bangor and Aroostook Railroad	315,747	40.80	\$1.0088	2.47 cts.	638,974	89.62	\$1.2751	1.43 cts.
Boston and Maine Railroad	32,852,814	15.85	.2753	1.72 cts.	12,436,571	66.99	.8642	1.43 cts.
Bridgeport and Saco River Railroad *	19,119	13.85	.6427	4.60 cts.	24,619	15.47	.8271	5.98 cts.
Canadian Pacific Railway	79,472	68.18	.9659	1.41 cts.	404,198	181.87	.8461	0.467 c.
Franklin and Megantic Railway *	11,547	15.16	.8341	8.62 cts.	14,906	17.77	.8988	5.00 cts.
Georges Valley Railroad	5,250	8.00	.3160	3.85 cts.	24,732	4.70	.3400	7.00 cts.
Grand Trunk Railway	286,280	40.13	.8816	2.07 cts.	1,896,156	100.60	.5391	0.62 cts.
Kennebec Central Railroad *	57,920	4.83	.1435	2.91 cts.	6,063	5.00	1.3070	26.15 cts.
Lime Rock Railroad	2,387,846	37.99	.8464	2.22 cts.	207,820	.....	.2835	.....
Maine Central Railroad	4,436	6.16	.2644	4.61 cts.	3,573,915	81.11	.9167	1.13 cts.
Monson Railroad *	10,633	6.84	.3016	6.18 cts.	6,454	6.16	.5606	9.18 cts.
Patten and Sherman Railroad ..	10,821	25.08	.9774	3.89 cts.	5,752	5.37	.5669	10.56 cts.
Phillips and Rangeley Railroad *	143,881	12.54	.2860	2.33 cts.	14,600	18.62	.8677	5.30 cts.
Portland and Rochester Railroad ..	117,974	23.67	.5918	2.60 cts.	198,963	39.54	.5491	1.38 cts.
Portland and Rumford Falls Railway	17,781	21.19	1.0870	2.60 cts.	409,043	29.22	.6917	2.26 cts.
Rumford Falls and Rangeley Lakes Railroad ..	27,698	13.94	.5408	3.88 cts.	100,253	20.89	.7600	3.56 cts.
Sandy River Railroad *	10,094	8.00	.3100	4.00 cts.	34,729	14.16	.8855	5.90 cts.
Sebasticook and Moosehead Railroad ..	28,474	23.39	.8425	3.60 cts.	10,513	8.00	.5670	7.40 cts.
Somersett Railway	173,926	20.00	.7880	2.57 cts.	131,598	21.15	.5616	2.65 cts.
Washington County Railroad	9,632	20.00	.4890	2.40 cts.	130,727	34.54	1.6434	1.86 cts.
Wiscasset and Quebec Railroad *	61,300	9.34	.2453	2.60 cts.	10,669	22.17	1.0640	3.79 cts.
York Harbor and Beach Railroad ..	.....	.....	.....	.....	7,910	8.27	.8601	10.39 cts.

* Narrow gauge railroads.

FARES AND FREIGHTS.**Passenger Fares.**

AVERAGE PASSENGER FARE PER MILE ON ALL STANDARD GAUGE
ROADS DOING BUSINESS IN MAINE FOR YEARS 1891 TO 1900.

Not including the Boston & Maine
Railroad.

Year.	Rate—Cents.	Year.	Rate—Cents.
1891.....	1.969	1891.....	2.50
1892.....	1.922	1892.....	2.38
1893.....	1.921	1893.....	2.40
1894.....	1.879	1894.....	2.37
1895.....	1.859	1895.....	2.30
1896.....	1.887	1896.....	2.32
1897.....	1.860	1897.....	2.36
1898.....	1.830	1898.....	2.25
1899.....	1.815	1899.....	2.25
1900.....	1.828	1900.....	2.24

The average passenger rates for the year 1880 were 2.728 cents per mile, and not including the Boston & Maine Railroad, 4.055 cents.

This shows a reduction of rates per passenger per mile of 0.9 cents from 1880 to 1900, and not including the Boston & Maine Railroad, a reduction of 1.81 cents per passenger per mile.

The reason for not including in part, the Boston and Maine Railroad was for the purpose of showing what rates for passengers and freight prevailed as nearly as possible in Maine, during the years mentioned.

Freight Rates.

The following tables give the average rates per ton mile for the transportation of merchandise on all standard gauge railroads doing business in Maine, the same years as given in the passenger rate tables.

**AVERAGE FREIGHT RATE PER TON MILE ON ALL BROAD GAUGE
ROADS DOING BUSINESS IN MAINE FOR YEARS 1891 TO 1900.**

Not including the Boston & Maine
Railroad.

Year.	Rate—Cents.	Year.	Rate—Cents
1891.....	1.575	1891.....	1.423
1892.....	1.450	1892.....	1.351
1893.....	1.451	1893.....	1.310
1894.....	1.425	1894.....	1.241
1895.....	1.467	1895.....	1.334
1896.....	1.445	1896.....	1.306
1897.....	1.371	1897.....	1.207
1898.....	1.361	1898.....	1.148
1899.....	1.272	1899.....	1.032
1900.....	1.271	1900.....	1.020

The average freight rates for the year 1880 were 3.87 cents per ton of freight per mile, and not including the Boston & Maine Railroad 5.35 cents per ton per mile.

This makes a reduction from 1880 to 1900 of 2.60 cents per ton per mile, and not including the Boston & Maine Railroad a reduction of 4.33 cents per ton per mile.

The following tables, 1 and 2, give the average rate per ton mile, and fares per mile of the leading standard gauge roads for years 1893 to 1900.

TABLE No. 1.
Average Rate Per Ton Mile on the Following Standard Gauge Roads for Years 1893 to 1900.

Railroads.	Year.	Rate —cts.	Year.	Rate —cts.	Year.	Rate —cts.	Year.	Rate —cts.	Year.	Rate —cts.	Year.	Rate —cts.
Bangor and Aroostook Railroad	1893	4.123	1894	2.59	1895	1.911	1896	2.729	1897	1.531	1898	1.535
Boston and Maine Railroad	1893	1.538	1894	1.546	1895	1.545	1896	1.530	1897	1.450	1898	1.452
Canadian Pacific Railway	1893	0.839	1894	0.817	1895	0.787	1896	0.654	1897	0.565	1898	0.527
Grand Trunk Railway	1893	0.805	1894	0.735	1895	0.786	1896	0.931	1897	0.699	1898	0.699
Maine Central Railroad	1893	1.549	1894	1.450	1895	1.412	1896	1.338	1897	1.334	1898	1.284
Portland and Rumford Falls Railway	1893	3.175	1894	2.710	1895	2.520	1896	2.293	1897	2.113	1898	2.130
Somerset Railway	1893	3.718	1894	3.112	1895	2.975	1896	3.113	1897	3.324	1898	3.249
St. Croix and Penobscot Railroad	1893	.....	1894	.....	1895	7.980	1896	6.000	1897	6.389	1898	5.611
											1899	42.259
											1900	1.422

TABLE No. 2.

Average Fare Per Mile on the Following Standard Gauge Roads for Years 1893 to 1900.

Railroads.	Year.	Rate —cts.	Year.	Rate —cts.	Year.	Rate —cts.	Year.	Rate —cts.	Year.	Rate —cts.	Year.	Rate —cts.
Bangor and Aroostook Railroad	1893	3.116	1894	2.80	1895	2.421	1896	2.501	1897	2.443	1898	2.549
Boston and Maine Railroad	1893	1.803	1894	1.764	1895	1.745	1896	1.788	1897	1.754	1898	1.742
Canadian Pacific Railway	1893	1.908	1894	1.831	1895	2.003	1896	2.013	1897	2.012	1898	1.986
Grand Trunk Railway	1893	2.944	1894	2.590	1895	2.102	1896	1.883	1897	1.869	1898	1.958
Maine Central Railroad	1893	2.327	1894	2.254	1895	2.294	1896	2.304	1897	2.357	1898	2.232
Portland and Rumford Falls Railway	1893	3.385	1894	3.012	1895	2.645	1896	2.607	1897	2.814	1898	2.753
Somerset Railway	1893	3.681	1894	3.645	1895	3.651	1896	3.367	1897	3.642	1898	3.547
St. Croix and Penobscot Railroad	1893	42.368	1894	2.435	1895	2.716	1896	2.592	1897	2.642	1898	1.976
											.....	42.673
											1900	2.47
											1900	1.737
											1900	1.417
											1900	2.010
											1900	2.228
											1900	2.500
											1900	3.602
											1900	2.672

† Washington County Railroad.

DENSITY OF TRAFFIC.

The density of traffic upon a railroad system, other things being equal, is regarded the measure of its earning capacity. By "density of traffic" is meant the average number of passengers or freight carried one mile per total mile of railroad operated.

Density of Traffic, Passenger and Freight, 1900.

Railroads.	Passengers carried.	Tons of freight carried.	Total passengers and tons of freight so carried.	Passengers carried one mile per mile of road operated.	Tons of freight carried one mile per mile of road operated.	Total passengers and tons of freight so carried.
Bangor and Aroostook Railroad.....	315,747	638,974	1,054,721	35,397	157,299	192,696
Boston and Maine Rail- road.....	32,982,814	12,426,571	45,359,385	299,789	475,189	774,978
Bridgton and Saco River Railroad*.....	19,119	24,619	43,738	12,552	17,926	30,478
Canadian Pacific Railway	79,472	454,188	533,660	23,276	353,887	377,163
Franklin and Megantic *Railway.....	11,547	14,906	26,453	7,003	10,598	17,601
Georges Valley Railroad..	5,280	29,732	35,012	4,969	16,440	21,459
Grand Trunk Railway.....	296,260	1,896,155	2,192,335	69,166	1,109,073	1,178,239
Kennebec Central Rail- road*.....	57,990	6,083	63,963	57,063	6,083	63,115
Lime Rock Railroad.....	†	267,820	267,820	No data.		
Maine Central Railroad...	2,387,864	3,573,915	5,961,779	111,200	355,309	466,509
Monson Railroad*.....	4,436	6,454	11,180	3,348	4,872	8,220
Patten and Sherman Rail- road.....	10,633	5,782	16,435	10,633	5,281	15,914
Phillips and Rangeley *Railroad.....	10,891	14,600	25,491	2,492	9,506	19,000
Portland and Rumford Falls Railroad.....	117,974	409,048	527,022	41,087	175,635	216,673
Rumford Falls and Range- ley Lakes Railroad....	11,781	100,252	112,033	8,753	63,992	72,745
Sandy River Railroad*....	27,598	34,729	62,327	21,371	27,314	48,685
Sebastiack and Moose- head Railroad.....	10,064	10,513	20,567	10,064	10,513	20,567
Somerset Railway.....	28,474	151,597	180,071	15,533	66,161	81,994
Washington County Rail- road.....	175,926	130,727	306,653	36,773	33,119	69,892
Wisconsin and Quebec *Railroad.....	9,632	10,689	20,321	4,515	6,890	11,435
York Harbor and Beach Railroad.....	61,300	7,910	69,210	50,750	5,859	56,608

* Narrow (two feet) gauge.

† All freight.

**Statements of Repairs, Wages and Fuel per Train Mile on
Leading Standard Gauge Steam Railroads doing business in
Maine.**

Railroads.	COST OF REPAIRS, WAGES AND FUEL PER TOTAL TRAIN MILE.							
	Repair of roadbed.	Renewal of rails.	Repair of bridges.	Repair of locomotives.	Repair of passenger, baggage and mail cars.	Repair of freight cars.	Wages.	Fuel.
Bangor & Aroostook Railroad	\$0.1312	\$0.0083	\$0.0061	\$0.0168	\$0.0889	\$0.0716	\$0.1310	\$0.0778
Boston & Maine Rail- road .....	.1187	.0084	.0135	.0488	.0759	.1611	.2810	.1053
Canadian Pacific Rail- way .....	.1184	.0045	.0067	.0306	.1711	.....	.1742	.0869
Grand Trunk Rail- way .....	.1478	.0216	.0300	.0659	.0751	.1441	.4182	.1415
Maine Central Rail- road .....	.1090	.0134	.0112	.0621	.0541	.2549	.1873	.0919
Portland & Rumford Falls Railroad .....	.1486	.0249	.0562	.1064	.0834	.2438	.1625	.1246
Somerset Railway ...	.1841	.0530	.0163	.0259	.0374	.0633	.1556	.1129
Washington County Railroad .....	.1508	.....	.0309	.0233	.0309	.0828	.1243	.0643

FREIGHT TRAFFIC MOVEMENT.

The following table gives the number of Tons of many of the leading articles of merchandise originating upon the railroads doing business in Maine for the year 1900.

Railroads.	Grain.	Flour.	Hay.	Potatoes.	Live stock.	Packing house products.	Lumber.	Pulp wood.	Bark.	Cement, brick and lime.	Agricultural implements.	Wagons, carts, axes, tools, etc.	Household goods and furniture.
Bangor & Aroostook Railroad	2,649	862	21,946	89,546	3,879	433	225,981	47,993	9,761	2,603	278	383	743
Boston & Maine Railroad	109,424	25,972	22,342	28,301	43,941	62,114	953,966	.....	10,548	256,563	3,356	23,642	26,310
Bridgton & Saco River Railroad* .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Pacific Railway* .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Franklin & Megantic Railway .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Georges Valley Railroad .....	.....	.....	190	.....	10	.....	12,670	.....	.....	.....	.....	.....	.....
Grand Trunk Railway* .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kennebec Central Railroad* .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lime Rock Railroad .....	.....	.....	42,788	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Maine Central Railroad	51,193	19,238	.....	.....	14,982	15,849	889,242	.....	24,631	924,816	2,183	3,267	9,766
Monson Railroad* .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Patten & Sherman Railroad	3	.....	967	.....	21	.....	536	.....	.....	.....	.....	.....	.....
Phillips & Rangeley Railroad .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Portland & Rochester Railroad	6,503	584	285	.....	157	482	17,286	.....	.....	7,692	3	14	1,416
Portland & Rumford Falls Railroad	1786	.....	323	.....	683	104	24,899	123,266	.....	3,979	11	41	248
Rumford Falls & Rangeley Lakes R. R.	26	88	.....	.....	.....	.....	6,850	.....	.....	.....	.....	.....	6
Sandy River Railroad .....	.....	.....	.....	.....	.....	.....	117	.....	.....	.....	.....	.....	.....
Sebasticonk & Moosehead Railroad* .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Somerset Railway	118	96	1,777	.....	251	540	17,675	.....	.....	840	8	49	151
Washington County Railroad	941	393	204	446	152	11,066	67,334	1,491	5,394	5	2	70	301
Wiscasset & Quebec Railroad* .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
York Harbor & Beach Railroad	439	128	12	5	49	37	970	.....	.....	310	.....	55	39

*No data given.

† Covers grain, flour and other mill products.

‡ Pulp. § Cement, brick, lime and lime-stone.

ASSETS AND LIABILITIES.

The gross assets and liabilities of the steam railroad corporations doing business in Maine to June 30, 1898, 1899 and 1900 are given in the following tables:

Gross Assets June 30, 1898, 1899 and 1900.

Assets.	1898.	Increase.	1899.	Increase.	1900.	Increase.
Construction.....	\$73,197,718 02	\$114,947 34	\$73,392,656 70	\$6,194,837 68	\$81,965,757 73	\$8,473,101 08
Equipment.....	9,504,170 31	1,735,616 44	10,070,503 20	566,332 89	11,297,833 62	1,227,330 42
Other permanent property.....	8,959,880 28	*7,338,112 73	8,589,017 53	*27,571 68	10,689,500 01	2,114,482 98
Cash and current assets.....	6,647,611 86	*643,546 62	7,379,092 74	731,480 78	6,663,770 01	*715,222 73
Miscellaneous assets.....	5,126,682 01	1,325,472 94	5,333,437 56	206,775 55	3,867,216 24	*1,466,241 32
Gross assets.....	\$102,336,272 36	\$4,303,722 53	\$109,760,637 78	\$7,424,363 22	\$114,394,163 11	\$4,633,545 33

• Gross Liabilities June 30, 1898, 1899 and 1900.

Liabilities.	1898.	Increase.	1899.	Increase.	1900.	Increase.
Capital stock.....	\$40,675,986 10	\$698,368 76	\$43,336,512 10	\$2,482,614 00	\$45,281,768 17	\$1,923,246 07
Funded debt.....	46,667,577 16	594,108 79	51,574,051 30	4,886,174 14	51,047,406 66	*526,644 66
Real estate mortgages.....	771,182 94	173,335 94	594,800 00	*176,365 94	384,800 00	.....
Current liabilities.....	6,027,545 09	*436,517 73	5,945,461 42	*82,078 67	6,847,019 01	901,557 59
Accrued liabilities.....	4,306,074 06	*6,135,865 47	4,436,116 53	130,042 47	4,779,427 06	341,310 53
†Gross liabilities.....	\$98,670,589 35	*65,176,539 71	\$106,910,946 35	\$7,240,368 00	\$108,550,410 89	\$2,639,464 54
Surplus.....	3,665,692 21	‡572,817 16	3,649,691 43	183,969 22	4,633,545 33	1,984,080 79

* Decrease.

† Sinking funds and other special funds not included.

‡ Increase of liabilities over assets.

It will be seen by the foregoing tables that there was an increase in assets in 1900 over those of 1899 of \$4,633,545.33 and an increase of liabilities of \$2,639,464.54, a balance of \$1,994,080.79 in favor of assets.

RAILROAD COMMISSIONERS' REPORT.

Condensed Table Showing the Number of Engines, Passenger and Freight; Passenger and Freight Cars; Passengers and Tons of Freight Carried per Engine; Average Distance Carried; Amount Received per Passenger and Ton of Freight; Average Amount Received per Passenger and Ton of Freight per Mile, for the Year 1900.

Railroads.	Passenger engines.	Freight engines.	Passenger cars.	Freight cars.	Passengers carried per locomotive.	Tons of freight carried per freight locomotive.	Average haul of passengers—miles.	Average haul of tons of freight—miles.	Average amount received per passenger.	Average amount received per ton of freight.	Average amount per passenger per mile.	Average amount per ton per mile.
Bangor and Aroostook Railroad.....	13	24	81	1,688	24,288	26,624	40.20	89.62	\$1.0000	\$1.275	\$.0347	\$.0143
Boston and Maine Railroad.....	294	251	968	11,970	131,206	49,809	15.25	66.99	.2783	.5642	.0173	.0143
Bridgton and Saco River Railroad†.....	13	3	8	37	6,373	8,306	13.25	15.47	.6127	.8271	.0460	.0069
Canadian Pacific Railway.....	13	1	1	48	5,773	7,458	68.13	181.37	.8659	.8461	.0141	.0046
Franklin and Megantic Railway†.....	12	1	1	6	5,238	26,732	15.16	17.77	.5341	.8968	.0352	.0506
Georges Valley Railroad.....	11	1	1	6	5,238	26,732	8.00	4.70	.3160	.3400	.0385	.0700
Grand Trunk Railway§.....	12	3	5	8	28,960	6,683	40.15	100.60	.5816	1.007	.0207	.0063
Kennebec Central Railroad†.....	12	3	5	8	28,960	6,683	4.83	5.00	.1435	1.007	.0207	.2615
Lime Rock Railroad.....	62	71	169	3,428	38,518	50,736	37.29	81.11	.8464	.9167	.0222	.0113
Monson Railroad.....	12	1	1	16	2,218	3,237	6.16	6.16	.2344	.5655	.0461	.0618
Patten and Sherman Railroad.....	12	1	1	2	5,316	2,741	5.84	5.87	.3016	.5655	.0516	.1066
Phillips and Rangeley Railroad.....	14	5	12	82	5,410	7,800	25.08	18.62	.9774	.9877	.0349	.0030
Portland and Rochester Railroad.....	8	5	12	178	17,865	39,792	12.54	39.54	.2330	.5491	.0233	.0138
Rumford and Rumford Falls Railway.....	4	6	9	114	29,493	89,174	23.67	29.22	.5918	.6817	.0250	.0226
Rumford Falls and Rangeley Lakes Railroad.....	14	4	4	160	2,945	26,063	13.94	20.69	1.067	.7500	.0515	.0326
Sandy River Railroad.....	3	2	4	67	9,196	17,364	13.94	14.16	.5408	.8355	.0338	.0359
Sebastacook and Moosehead Railroad.....	12	2	2	6	5,042	5,256	8.00	8.00	.3180	.5870	.0400	.0740
Somerset Railway.....	8	4	8	54	9,491	32,899	23.39	21.15	.8426	.5616	.0360	.0365
Washington County Railroad.....	5	6	19	290	35,186	26,145	23.50	34.54	.7330	.6434	.0257	.0186
Wiscasset and Quebec Railroad†.....	13	3	8	34	3,210	3,563	20.00	28.17	.4960	1.064	.0240	.0279
York Harbor and Beach Railroad||.....	13	3	8	34	3,210	3,563	9.24	8.37	.2438	.8601	.0266	.1089

* 401 dump cars.

† Passenger and freight.

‡ Rolling stock by Grand Trunk Railway system.

§ Rolling stock by Boston and Maine Railroad system.

|| Rolling stock by York Harbor and Beach Railroad system.

Condensed Table Showing the Number of Engines, Passenger and Freight Cars; Passenger and Freight Cars; Passengers and Tons of Freight Carried per Engine; Average Distance Carried; Amount Received per Passenger and Ton of Freight; Average Amount Received per Passenger and Ton of Freight per Mile, for the Year 1899.

Railroads.	Passenger engines.	Freight engines.	Passenger cars.	Freight cars.	Passengers carried locomotive.	Tons of freight carried per freight locomotive.	Average haul of passengers miles.	Average haul of tons of freight —miles.	Average amount received per passenger.	Average amount received per ton of freight.	Average amount per passenger per mile.	Average amount per ton per mile.
Bangor and Aroostook Railroad	14	20	31	1,251	17,078	20,442	40.46	84.73	\$.9911	\$1.493	\$.0244	\$.0157
Boston and Maine Railroad	259	241	989	11,791	109,387	44,167	15.73	67.56	.2986	.9683	.0171	.0143
Bridgeport and Saco River Railroad†	13	10	2	87	6,873	6,861	13.20	15.18	.6186	.9075	.0468	.0587
Canadian Pacific Railway	13	10	1,000	1,000	28,942	33,942	76.51	173.83	1.155	.8931	.0150	.0050
Franklin and Megantic Railway†	12	1	28	28	3,785	3,745	15.01	23.20	.5584	.8140	.0575	.0286
Georges Valley Railroad	11	1	1	1	500	500	†	†	†	†	†	†
Grand Trunk Railway§	2	3	5	8	25,690	2,639	37.39	113.84	.7514	.6071	.0280	.0053
Kennebec Central Railroad†	61	69	171	3,350	35,024	46,634	4.92	5.00	.1549	1.246	.0309	.2488
Lime Rock Railroad	2	1	1	413	8	8	88.90	75.84	.8923	.8792	.0226	.0110
Monson Railroad†	1	1	19	19	1,924	3,055	6.16	6.16	.3024	.6438	.0491	.1093
Patten and Sherman Railroad	1	1	1	1	6,873	4,469	5.84	5.84	.3083	.5947	.0239	.0386
Phillips and Rangeley Railroad†	14	8	100	100	10,729	6,514	35.36	17.90	.8960	.8124	.0524	.0454
Portland and Rochester Railroad	8	5	14	180	34,189	61,494	13.48	33.67	.2623	.5699	.0225	.0144
Portland and Rumford Falls Railway	4	6	119	119	23,645	81,299	23.76	27.86	.6159	.6952	.0259	.0284
Rumford Falls and Rangeley Lakes Railroad	3	1	4	161	2,252	22,797	22.03	31.52	1.191	.6671	.0540	.0310
Sandy River Railroad†	3	1	61	61	7,711	42,065	8.00	14.04	.5488	.7511	.0890	.0535
Sebasticook and Moosehead Railroad	1	1	12	12	8,092	15,049	15.00	15.00	.4000	.4000	.0500	.0500
Somerset Railway	1	1	55	55	8,143	33,415	23.60	19.49	.9467	.5402	.1856	.0773
St. Croix and Penobscot Railroad	3	3	4	185	5,318	5,318	16.50	4.85	.4258	.3546	.0203	.0749
Washington County Railroad	4	5	13	250	14,003	6,338	28.71	33.59	.8148	.8148	.0387	.0288
Wiscasset and Quebec Railroad†	13	3	35	35	3,255	2,690	18.00	27.70	.5250	1.218	.0290	.0437
York Harbor and Beach Railroad|| . . . . .	1	1	1	1	8	8	8.92	7.58	.1683	.8772	.0188	.1156

† No data.

† Passenger and freight.

‡ Rolling stock by Grand Trunk Railway system.

§ Rolling stock by Boston and Maine Railroad system.

† Narrow gauge.

|| Rolling stock by York Harbor and Beach Railroad.

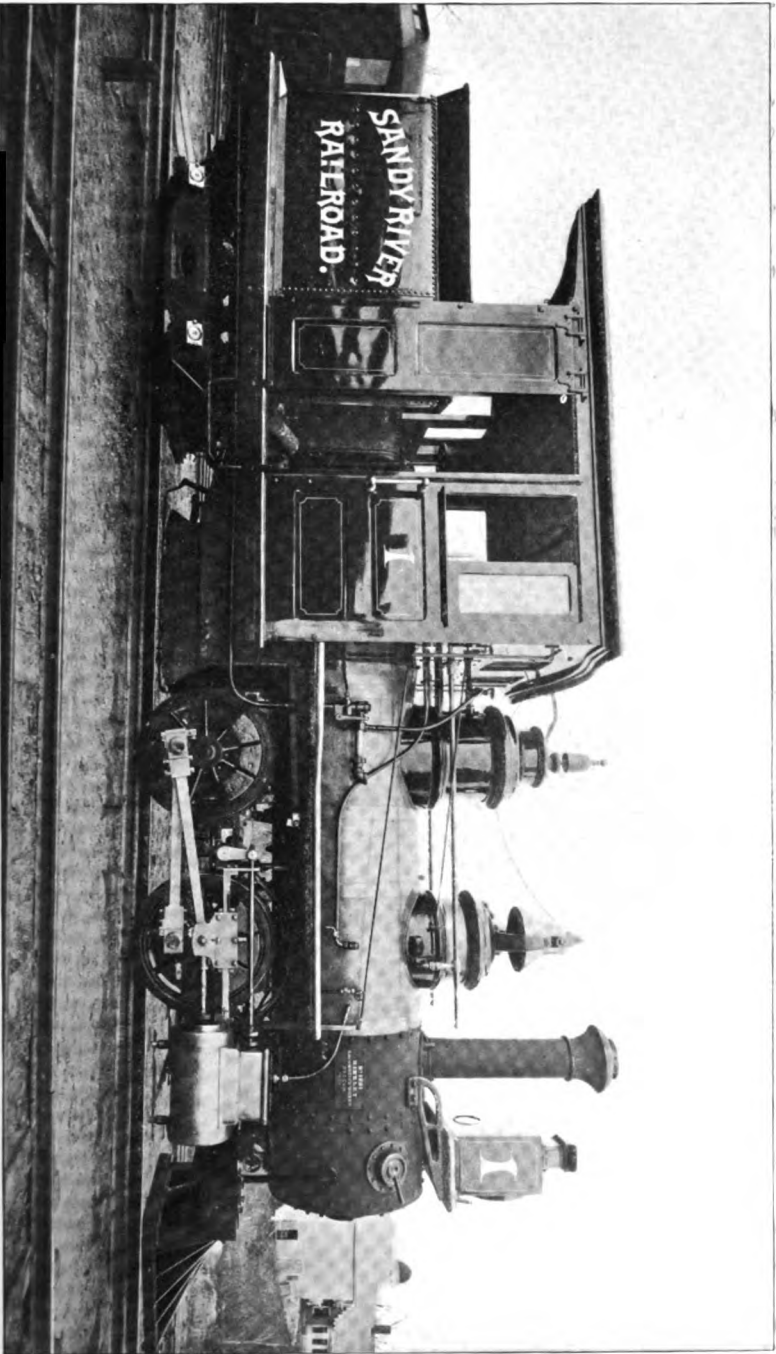
The following Table gives the Total Number of Passengers Carried, the Average Distance Carried, the Passenger Train Mileage, and the Average Number of Passengers per Train Mile, for Years Ending June 30, 1899 and 1900, by Railroads Doing Business in Maine.

Railroads.	1899.				1900.			
	Passengers carried.	Average journey—miles.	Total passenger mileage.	Average passenger per train mile.	Passengers carried.	Average journey—miles.	Total passenger mileage.	Average passenger per train mile.
Bangor and Aroostook Railroad	939,092	40.46	3,673,409	23	315,747	40.80	12,883,390	80
Boston and Maine Railroad	31,671,156	19.73	497,027,121	59	32,862,614	19.85	535,145,571	64
Bridgeport and Saco River Railroad	19,171	13.20	250,664	15	79,115	13.80	260,328	17
Canadian Pacific Railway	7,538	76.31	5,851,404	36	11,472	68.18	5,418,576	16
Franklin and Megalloway	5,890	15.01	113,964	7	11,847	18.16	113,363	13
Georges Valley Railroad	282,636	32.55	7,569,666	31	296,830	31.03	13,230	14
Grand Trunk Railway	61,321	4.92	7,292,363	16	57,920	40.15	11,898,416	30
Kennebec Central Railroad	2,136,470	38.90	83,103,024	47	2,857,846	37.90	90,730,987	60
Maine Central Railroad	8,849	6.16	53,719	12	16,633	8.46	57,335	12
Penobscot and Bangor Railroad	10,729	95.84	972,076	11	10,830	95.04	971,453	6
Phillips and Bangor Railroad	273,516	12.38	3,412,698	25	† 143,881	12.55	1,804,630	24
Portland and Rochester Railroad	64,833	32.73	2,947,904	21	117,874	23.67	2,764,628	24
Portland Falls and Rangeley Lakes Railroad	6,019	92.03	109,532	11	7,791	11.12	215,771	17
Randy River Railroad	34,173	14.04	339,408	12	37,498	13.44	384,479	13
Sebastecook and Moosehead Railroad	7,711	8.00	61,888	14	8,000	8.00	60,679	12
Somerset Railway	94,436	23.60	576,832	12	28,474	23.80	68,921	14
Washington County Railroad	46,082	23.71	1,468,916	25	175,428	28.50	5,013,271	49
Wiscasset and Quabec Railroad	6,787	18.00	176,117	22	9,632	20.00	194,173	28
York Harbor and Beach Railroad	57,222	8.97	762,457	23	61,300	9.24	566,892	31

† Six months operation.

† Mixed trains.

* Freight only.



FIRST TWO FOOT GAUGE ENGINE BUILT IN THE UNITED STATES. SANDY RIVER RAILROAD.

The Following Table Shows the Number of Tons of Freight Hauled, the Average Distance Hauled, the Freight Train Mileage and Average Number of Tons Hauled per Train Mile, for Years Ending June 30, 1899, and 1900, on Railroads Doing Business in Maine.

Railroads.	1899.				1900.			
	Tons of freight hauled.	Average haul—miles.	Total freight mileage.	Average tons per train mile.	Tons of freight hauled.	Average haul—miles.	Total freight mileage.	Average tons per train mile.
Bangor and Aroostook Railroad.....	408,855	94.72	38,727,843	80	688,974	89.62	57,265,060	116
Boston and Maine Railroad.....	10,644,376	67.59	717,460,569	131	12,426,571	66.99	832,397,983	159
Bridgton and Saco River Railroad ..	20,944	15.18	317,918	17	24,614	15.47	384,926	110
Canadian Pacific Railway.....	389,431	173.93	67,725,806	199	454,186	181.37	82,374,836	169
Franklin and Megantic Railway.....	15,868	22.20	441,761	31	14,906	17.77	264,867	26
Georges Valley Railroad.....	37,455	113.84	4,261,666	183	29,732	4.71	140,162	237
Grand Trunk Railway.....	1,506,362	5.00	171,548,086	19	1,896,155	100.60	190,749,465	23
Kennebec Central Railroad.....	5,378	5.00	26,890	19	6,033	^	30,165	12
Lime Rock Railroad	247,485	78.84	25,640,806	169	267,820	81.11	280,872,087	188
Maine Central Railroad	3,317,809	6.16	20,637,637	12	3,573,915	6.16	39,756	13
Monson Railroad.....	6,110	5.84	20,033	7	6,454	5.37	31,040	6
Patten and Sherman Railroad.....	4,469	17.90	349,855	24	14,600	18.62	271,946	15
Phillips and Rangeley Railroad.....	19,543	38.67	11,891,583	122	18,983	33.55	7,968,817	112
Portland and Rochester Railroad ..	307,470	27.86	10,281,692	89	339,55	29.22	11,992,017	125
Portland and Rumford Falls Railway..	367,735	21.52	1,962,311	70	409,048	30.89	2,084,488	54
Rockport Railroad.....	91,189	14.04	590,526	28	100,292	14.16	491,647	37
Rumford Falls and Rangeley Lakes Railroad ..	42,065	8.00	130,392	18	34,729	8	84,104	6
Sandy River Railway	15,049	19.49	1,953,923	87	10,513	21.15	2,782,750	82
Sebastecook and Mooshead Railroad.....	100,245	4.85	77,294	50	131,596	.....	.....	.....
Somerset Railway	115,924	35.59	1,137,740	32	130,737	34.54	4,515,108	49
St. Croix and Penobscot Railroad*.....	31,690	27.70	231,022	18	390,152	28.17	3,900,152	112
Washington County Railroad.....	7,890	7.58	43,855	10	7,910	8.27	65,480	14
Wiscasset and Quebec Railroad	5,783	.....	.....	.....	.....	.....	.....	.....
York Harbor and Beach Railroad .....	.....	.....	.....	.....	.....	.....	.....	.....

* Part of the Washington County Railroad.

† Mixed trains.

‡ Six months operation.

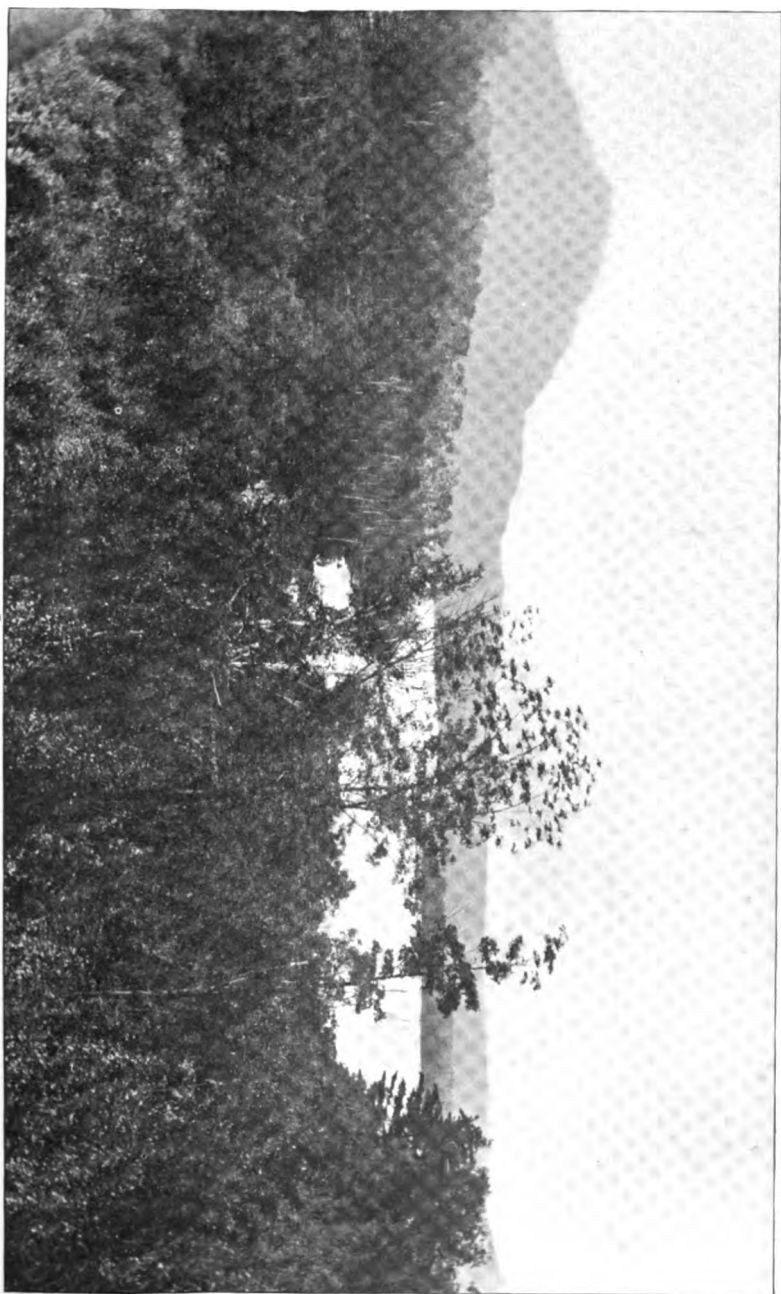
HIGHWAY GRADE CROSSINGS.

The following table gives the number of highway, "grade," "over or under" crossings in Maine, upon all steam railroads, on June 30, 1900.

Railroads.	Crossing at grade.	Crossing over highway.	Crossing under highway.
Bangor and Aroostook Railroad	170	2	.....
Boston and Maine Railroad	149	38	18
Bridgton and Saco River Railroad	17	.....	1
Canadian Pacific Railway	26	.....	3
Franklin and Megantic Railway	18	.....	.....
Georges Valley Railroad	4	.....	.....
Grand Trunk Railway	32	5	2
Kennebec Central Railroad	5	.....	.....
Lime Rock Railroad	13	.....	3
Maine Central Railroad	625	36	26
Monson Railroad	6	.....	.....
Patten and Sherman Railroad .....	.....	.....	.....
Phillips and Rangeley Railroad	7	1	.....
Portland and Rumford Falls Railway	56	1	2
Rumford Falls and Rangeley Lakes Railroad	16	.....	.....
Sandy River Railroad	14	.....	2
Sebasticook and Moosehead Railroad	7	.....	.....
Somerset Railway	31	.....	1
Washington County Railroad	79	2	1
Wiscasset and Quebec Railroad	34	1	.....
York Harbor and Beach Railroad	17	2	.....
	1,321	88	50

An examination of the number of accidents and their causes, shows the remarkable fact that, other than those trespassing, there were only three killed and four injured at the 1,321 grade crossings on the line of the railroads in this State. This is only one killed to every 440 grade crossings and one injured to every 330 such crossings. In 1899 the same number of those not trespassing were killed and two more injured.

SCENERY NEAR ONAWA, CANADIAN PACIFIC RAILWAY.



The following Table Shows the Number of Bridges and Construction; Number of Trestles; the Aggregate Length; the Number Over Highways, and over Railroads; Over Street Railway and Under Street Railway; on Steam Railroads in Maine, on June 30, 1900.

Railroads.	Number.	Stone.	Iron.	Wooden.	Combination.	Aggregate length.		Trestles.	Aggregate length.		Overhead bridge way crossings.	Height of lowest above surface.		Overhead railway crossings.	Over street railway.	Under street railway.
						Ft.	In.		Ft.	In.		Ft.	In.			
Bangor and Aroostook Railroad.....	95	8	51	6	.....	8,341.10	.....	37	4,856.8	.....	3	15.6	.....	.....	.....	1
Boston and Maine Railroad.....	52	14	34	4	.....	3,339.1	.....	8	4,490.5	.....	39	14.8	.....	.....	3	2
Bridgton and Saco River Railroad.....	13	.....	.....	12	.....	404.5	.....	3	712.5	.....	.....	.....	.....	.....	.....	.....
Canadian Pacific Railway.....	37	.....	17	8	2	5,181.	.....	31	2,162	.....	.....	.....	.....	1	.....	.....
Franklin and Megantic Railway.....	.....	.....	.....	.....	.....	.....	.....	6	823.	.....	3	17.	.....	.....	.....	.....
Georges Valley Railroad.....	2	.....	.....	1	.....	194.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Trunk Railway.....	51	1	39	10	1	5,072.2	.....	.....	.....	.....	6	15.4	.....	3	.....	.....
Kennebec Central Railroad.....	.....	.....	.....	.....	.....	.....	.....	2	87.	.....	.....	.....	.....	.....	.....	.....
Lime Rock Railroad.....	1	.....	.....	1	.....	33.6	.....	10	14,992.6	.....	1	.....	.....	.....	1	.....
Maine Central Railroad.....	185	1	163	21	.....	24,651.8	.....	35	10,923.3	.....	37	14.10	.....	1	3	6
Monson Railroad.....	2	.....	.....	2	.....	40.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Patten and Sherman Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Phillips and Rangeley Railroad.....	22	.....	.....	23	.....	794.3	.....	5	616.	.....	.....	.....	.....	.....	.....	.....
Portland and Rumford Falls Railway.....	34	3	19	5	17	1,815.3	.....	2	690.	.....	1	31.	.....	.....	.....	.....
Rumford Falls and Rangeley Lakes Railroad.....	18	.....	3	15	.....	813.6	.....	11	1,335.	.....	.....	.....	.....	.....	.....	.....
Sandy River Railroad.....	6	.....	5	4	.....	423.1	.....	2	186.	.....	2	13.	.....	.....	.....	.....
Sebastecook and Moosehead Railroad.....	.....	.....	.....	.....	.....	.....	.....	2	184.	.....	.....	.....	.....	.....	.....	.....
Somerset Railway.....	11	.....	6	5	.....	2,067.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington County Railroad.....	71	.....	8	61	2	10,374.9	.....	.....	.....	.....	2	17.6	.....	1	.....	.....
Wiscasset and Quebec Railroad.....	16	.....	1	15	.....	3,760.	.....	7	6,154.	.....	.....	.....	.....	.....	.....	.....
York Harbor and Beach Railroad.....	2	.....	.....	2	.....	83.	.....	7	4,706.	.....	2	18.10	.....	.....	.....	.....
Total.....	608	27	375	194	12	67,338.5	.....	169	52,967.3	.....	95	147.8	.....	6	7	9

* Iron and steel. * Stone and rails.

It may be a matter of interest to notice that the aggregate length of the bridges is about thirteen miles, and the trestles a little more than ten miles, making in all, about twenty-three miles of bridges and trestles on the steam railroads in Maine on June 30, 1900.

The following Table shows the Number of Freight Cars Equipped with Grab Irons, the Number Not So Equipped; Freight Cars Equipped with Automatic Couplers, and the Number Not So Equipped; the Number of Engines Equipped with "Driving Wheel Brakes," the Number Not So Equipped; the Number of Engines Equipped with "Air Brakes," and the Number Not So Equipped, on Railroads Doing Business in Maine on June 30, 1900.

Railroads.	Number of freight cars equipped with grab irons.	Number of freight cars not equipped with grab irons.	Number of freight cars equipped with automatic couplers.	Number of freight cars not equipped with automatic couplers.	Number of engines equipped with "driving wheel brakes."	Number of engines not equipped with "driving wheel brakes."	Number of engines equipped with "air brakes."	Number of engines not equipped with "air brakes."
Bangor and Aroostook Railroad.....	1,693	.....	1,654	39	37	.....	39	.....
Boston and Maine Railroad.....	•11,970	.....	10,510	1,363	669	.....	649	.....
Brighton and Saco River Railroad †.....	.....	37	.....	37	.....	25	.....	46
Canadian Pacific Railway.....	1,000	48	1,000	.....	10	.....	10	.....
Franklin and Megalloway †.....	.....	6	.....	48	.....	1	.....	.....
Georges Valley Railroad.....	.....	8	.....	6	.....	.....	1	.....
Grand Trunk Railway *.....	.....	.....	.....	.....	.....	.....	.....	.....
Kennebec Central Railroad †.....	.....	.....	.....	.....	.....	.....	.....	.....
Lime Rock Railroad.....	5	.....	.....	.....	.....	.....	.....	.....
Maine Central Railroad.....	3,528	.....	3,528	.....	165	.....	165	.....
Monson Railroad.....	.....	19	.....	19	.....	.....	.....	.....
Patten and Sherman Railroad.....	.....	2	.....	.....	.....	.....	.....	.....
Phillips and Rangeley Railroad †.....	96	.....	.....	96	.....	.....	.....	.....
Portland and Rumford Falls Railroad.....	114	.....	100	14	9	.....	10	.....
Rumford Falls and Rangeley Lakes Railroad.....	54	1180	.....	160	4	.....	.....	.....
Sandy River Railroad †.....	.....	67	.....	67	.....	5	15	.....
Sebascook and Moosehead Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....
Somerset Railway.....	57	.....	14	43	3	.....	7	.....
Washington County Railroad.....	250	.....	250	.....	11	.....	12	.....
Wiscasset and Quebec Railroad †.....	16	18	.....	34	.....	.....	13	.....
York Harbor and Beach Railroad ††.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	18,778	365	17,006	1,936	916	54	912	53

* 67 logging cars.

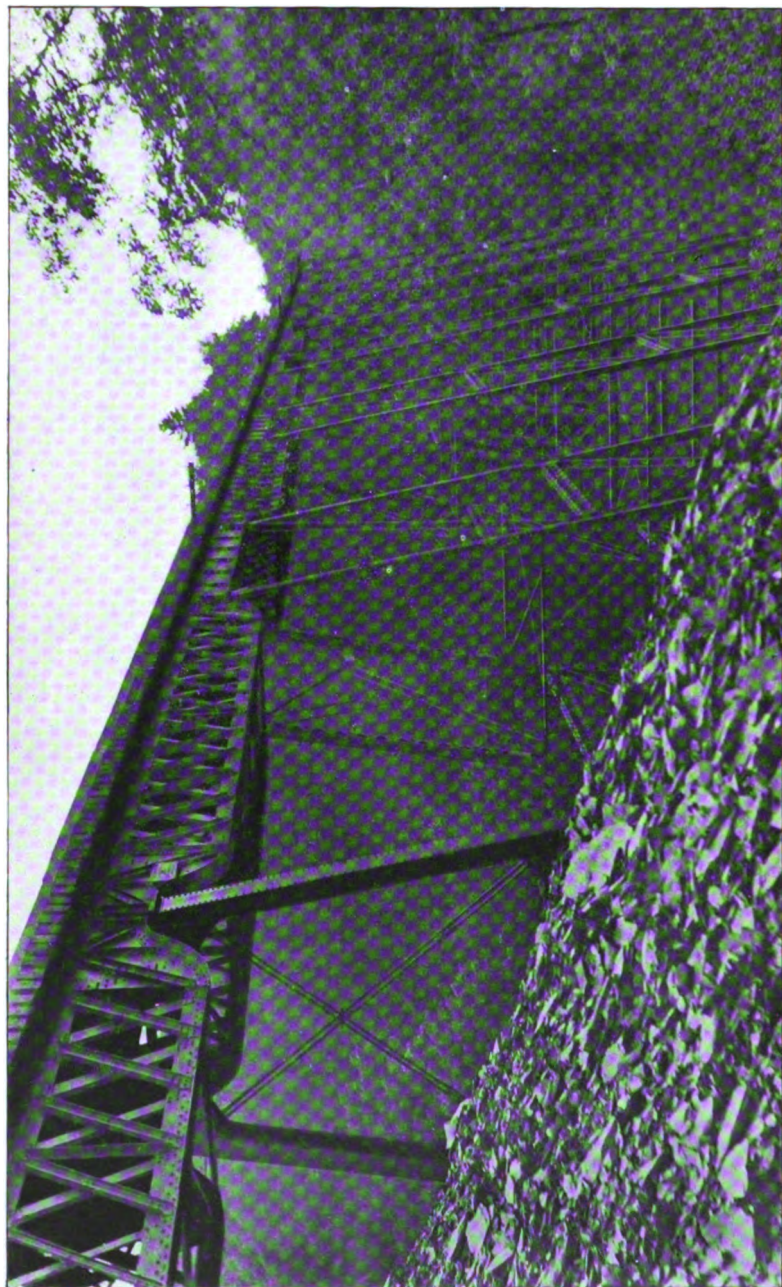
† Narrow (two foot) gauge.

‡ James Vacuum.

§ All flat and dump cars.

†† Equipment furnished by Grand Trunk Railway system.

‡‡ Equipment furnished by the Boston and Maine Railroad.



STEEL TRESTLE AT WILSON'S STREAM. CANADIAN PACIFIC RAILWAY.

The following table gives the gross income from operations, operating expenses, net income from operation, and per cent of operating expenses to gross income for year ending June 30, 1900, upon all the steam railroads doing business in Maine.

Gross income from operation	\$52,247,817 91
Operating expenses.....	22,575,761 00
Income from operation	\$29,671,556 91
Per cent of expenses to income.....	.70

Mileage of Steam Railroads and Increase from 1879 to June 30, 1900.

The mileage of the steam railroads in Maine, from 1879 to 1900, was as follows:

1879	1,028.32	.....
1880	1,636.15	12.88
1881	1,051.64	15.49
1882	1,063.27	11.63
1883	1,122.27	69.00
1884	1,122.27	.....
1885	1,141.45	9.16
1886	1,164.52	23.09
1887	1,164.07	*.45
1888	1,322.45	158.38
1889	1,340.26	37.81
1890	1,382.93	32.66
1891	1,385.00	2.06
1892	1,389.14	14.14
1893	1,515.99	116.85
1894	1,636.75	110.76
1895	1,720.41	83.66
1896	1,722.92	2.51
1897	1,745.95	26.08
1898	1,871.65	122.90
1899	1,905.00	33.15
1900	1,905.00	.....
Increase.....	.....	\$81.68

* Loss.

ACCIDENTS IN MAINE UPON STEAM RAILROADS.

During the year ending June 30, 1900, there were two passengers killed, and twenty-four injured. For the corresponding year of 1899, there were nineteen injured. This is one killed for every 2,708,879 carried, and one injured to every 225,739 carried.

The report of the Interstate Commerce Commission for the year 1899, which is the latest data given, shows that in the United States there was one passenger killed to every 2,189,023 carried, and one injured to every 151,998 carried.

The above reference to the accidents in Maine does not take into account the accident at Mt. Desert Ferry, where 18 passengers were killed and 184 injured, for the reason that the accident occurred after the passengers had left the train,—caused by the breaking of a slip during the transfer from the wharf to the steamboats which were to take them to Bar Harbor.

Kind of Accident.	PASSENGERS.	
	Killed.	Injured.
Derailments . . . . .	.....	1
At highway crossings.	1	1
At stations.	1	22
Other causes—Bar Harbor accident	18	184
Total	20	208

Passengers Killed and Injured in Maine in 1898, 1899 and 1900.

	1898.	1899.	1900.
Total number of passengers carried in Maine.....	4,896,065	4,908,971	5,417,759
Total number of miles traveled.....	127,113,104	130,969,684	144,845,804
Passengers killed from causes beyond their own control.....	5	0	2
Ratio to passengers carried	1, to 979,213	0, to 4,908,971	1, to 2,708,879
Ratio to total miles traveled	1, to 25,422,620	0, to 130,969,684	1, to 72,172,912
Passengers injured.....	100	19	24
Ratio to total number carried	1, to 48,960	1, to 258,367	1, to 225,739
Ratio to total miles traveled	1, to 1,271,131	1, to 6,896,133	1, to 6,014,408

EMPLOYEES.

There were employees, killed and injured as follows: Trainmen, 7 killed and 84 injured; switchmen, flagmen and watchmen, 2 killed and 30 injured; other employees, 5 killed and 30 injured; total, 14 killed and 144 injured. There was one trainman killed to every 206 employed, and one injured to every 17 employed. In the United States, year 1899, there was one trainman killed to every 155 employed, and one injured to every 11 employed.

For the year ending June 30, 1899, there were 6 trainmen killed and 100 injured; switchmen, flagmen and watchmen, 2 killed and nineteen injured; other employees, 2 killed and 19 injured; total, 10 killed and 138 injured. An increase of 4 killed and decrease of 6 injured.

Reference is had to the following table for causes of accidents:

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagman and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling		40	2	17	1	1	8	58
Falling from trains and engines	2	14		3		1	2	18
Overhead obstructions	1	4		1		1	1	6
Collisions	1	5					1	5
Derailments	1	3			1		2	3
Other train accidents		1						1
At stations	2	7		3		7	2	17
Other causes		10		6	3	20	3	36
Total	7	84	2	30	5	30	14	144

TRESPASSERS AND NOT TRESPASSING.

Of those trespassing, 16 were killed and 23 injured. Those not trespassing, 5 killed and 8 injured.

For the corresponding year 1899, there were trespassers killed, 21, and 28 injured; not trespassing, 5 killed and 7 injured. A decrease in trespassers killed, 5; injured, 5. Of those not trespassing the fatalities were the same and injured one more.

Reference is had to the following table:

Kind of Accident.	Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Highway crossings	2	5	3	4	5	9
At stations	7	6		3	7	9
Other causes	7	11	2	1	9	12
Total	16	23	5	8	21	30

RAILROAD EMPLOYES AND WAGES.

STEAM RAILROADS.

From a careful examination of the returns of the different railroad companies, operating in Maine, and a conservative estimate of those operating partly in Maine, of the number of persons employed in railroad service in this State, including general officers, we find that there were thus employed, 7,240 persons, against 6,705 in 1899. The amount of money paid for their services as wages, was \$3,693,154.54, against \$3,828,413.23 in 1899, an increase in wages paid of \$410,741.31.

The total number of days worked was 2,068,876, against 1,907,300, an increase of 161,576 in days worked. The average daily wages paid were \$1.78. An average daily increase of eight cents per day.

STREET RAILWAYS.

The street railway companies in a number of cases failed to make returns of wages paid to employees, but a careful estimate based upon those returned and upon information otherwise secured, it is believed that the number employed, including general officers was not far from 941 against 864 in 1899, an increase of 77 employees.

The average daily wages paid is about \$1.52. Conductors and \$423,500.15, against \$390,250.30 in 1899, an increase of \$33,249.85.

The average daily wages paid is about \$1.52. Conductors and motormen receive from \$1.43 to \$1.60 per day.

The Portland Railroad Company make concise returns of number employed, days worked, wages paid, and average daily wages. This company pays the highest wages as a whole of any com-

pany operated. The average daily compensation of conductors and motormen is \$1.60, machinists, \$1.82; other shopmen, \$2.25; trackmen and other employes, \$1.50 per day. This road employs 299 persons; days worked, 104,943; wages paid, \$175,875; average daily compensation, \$1.67.

Upon both steam and street railroads, there were 8,181 persons employed, receiving \$4,116,654.69 in wages. Dependent upon such employes there are not for from 35,000 persons.

NARROW GAUGE RAILROADS.

Comparative Statements of the Mileage, Cost, and Operations of Narrow Gauge Roads, Years 1899 and 1900.

Rail roads.	1899.							1900.						
	Miles.	Cost of construction per mile.	Cost of equipment per mile.	Gross earnings from operation.	Expenses of operation.	Income from operation.	Percentage of operating expenses to gross income.	Miles.	Cost of construction per mile.	Cost of equipment per mile.	Gross earnings from operation.	Expenses of operation.	Income from operation.	Percentage of operating expenses to gross income.
Bridgton & Saco River R. R.	21.25	\$10,181 09	\$1,647 71	\$35,790 40	\$24,285 17	\$11,535 23	67	21.25	\$10,181 86	\$1,715 90	\$40,082 87	\$26,276 46	\$10,806 36	65
Franklin & Megantic Ry. . .	26.70	.....	.....	22,285 45	20,881 72	1,403 73	83	26.70	.....	.....	21,508 38	25,358 62	13,850 24	118
Kennebec Central R. R. . . .	5.00	12,303 46	4,012 26	15,561 62	10,527 54	5,034 38	67	5.00	12,303 46	4,012 26	17,126 94	11,186 23	5,943 71	65
Monson Railroad	8.16	7,461 60	2,115 43	5,540 04	5,065 77	474 27	91	8.16	7,461 60	2,115 43	5,415 35	6,016 06	1600 70	111
Phillips & Rangeley R. R. . .	28.80	8,354 35	2,013 58	34,828 86	26,366 65	8,570 21	75	28.80	8,354 00	2,013 00	32,949 33	26,383 62	6,555 71	80
Rockport Railroad†	3.00	.....	.....	.....	.....	.....	....	3.00	.....	.....	.....	.....	.....	.....
Sandy River Railroad	18.60	12,009 55	2,620 42	48,196 49	25,993 50	22,202 99	54	18.60	12,147 37	2,748 22	47,421 50	25,156 63	22,264 87	53
Wisconsin & Quebec R. R. . .	43.46	9,933 19	727 91	18,879 25	21,804 70	12,925 45	115	43.46	.....	.....	20,355 55	21,788 60	11,401 06	106
	124.17							134.17						

* Operates Kingfield and Dead River Railroad. Operated by the bondholders.

† Not operated (three foot gauge).

‡ Deficit.

RAILROAD COMMISSIONERS' REPORT.

The following Table gives the Gross Earnings, Expenses, Income from Operation, and Percentage of Operating Expenses to Gross Income, of the Narrow or Two Feet Gauge Railroads, for Years Ending June 30, 1898, 1899 and 1900.

Railroads.	1898.					1899.					1900.				
	Gross earnings from operation.	Expenses of operation.	Income from operation.	Percentage of operating expenses to gross earnings.		Gross earnings from operation.	Expenses of operation.	Income from operation.	Percentage of operating expenses to gross earnings.		Gross earnings from operation.	Expenses of operation.	Income from operation.	Percentage of operating expenses to gross earnings.	
Bridgton and Saco River Railroad ...	\$28,453 26	\$16,757 60	\$11,695 66	57		\$35,790 40	\$24,235 17	\$11,555 23	67		\$40,082 82	\$26,276 46	\$10,806 36	66	
Franklin and Megantic Railway*....	15,843 02	18,442 10	12,599 08	116		22,285 45	30,881 72	1,403 73	98		21,508 38	30,348 52	13,850 24	118	
Kennebec Central Railroad.....	16,375 39	10,177 34	6,098 05	62		15,561 92	10,627 64	5,064 38	67		17,129 94	11,186 23	5,943 71	65	
Monson Railroad.....	5,433 63	5,684 84	1251 31	104		5,540 04	5,065 77	474 27	91		5,415 35	6,016 06	1600 70	111	
Phillips and Rangeley Railroad	35,166 83	29,866 30	5,300 53	84		34,928 86	26,338 65	8,570 21	75		32,949 38	32,398 62	6,555 71	80	
Rockport Railroad † .....	.....	.....	.....	.....		.....	.....	.....	.....		.....	.....	.....	.....
Sandy River Railroad	44,306 68	22,151 35	22,155 33	49		48,186 49	25,968 50	22,203 99	64		47,431 50	25,156 63	22,264 87	53	
Wiscasset and Quebec Railroad	20,835 45	23,507 40	12,571 96	112		18,979 25	21,904 70	12,925 45	115		20,335 55	21,736 60	1,401 06	106	

* Operates Kingfield and Dead River Railroad, 10 miles.

† Not in operation.

‡ Deficit.

The following Tables Give the Number of Passenger and Freight Engines; Passenger and Freight Cars; Passengers and Tons of Freight Carried per Engine; Average Distance Each Passenger and Ton of Freight Carried; the Average Amount Received per Passenger and per Ton of Freight and the Average Amount Received per Passenger and per Ton of Freight per Mile on the Narrow or Two Feet Gauge Roads in Maine for Years Ending June 30, 1899 and 1900.

Railroads.	1899.										1900.									
	Passenger engines.	Freight engines.	Passenger cars.	Freight cars.	Passengers per locomotive.	Tons of freight per locomotive.	Average haul—passengers.	Average haul—freight.	Average amount received per passenger.	Average amount received per ton freight.	Average amount received per passenger.	Average amount received per ton freight.	Average amount received per passenger.	Average amount received per ton freight.	Average amount received per passenger.	Average amount received per ton freight.	Average amount received per passenger.	Average amount received per ton freight.	Average amount received per passenger.	Average amount received per ton freight.
Bridgton and Saco River Railroad.....	13	1	2	37	6,572	6,981	13.20	15.18	\$0.6188	\$0.9075	\$0.6188	\$0.9075	\$0.6188	\$0.9075	\$0.6188	\$0.9075	\$0.6188	\$0.9075	\$0.6188	\$0.9075
Franklin and Megantic Railroad.....	12	1	1	28	3,795	9,949	15.01	22.20	.6834	.8140	.6834	.8140	.6834	.8140	.6834	.8140	.6834	.8140	.6834	.8140
Kennebec Central Railroad.....	2	5	5	8	25,690	2,689	4.92	5.00	.1549	1.246	.1549	1.246	.1549	1.246	.1549	1.246	.1549	1.246	.1549	1.246
Monson Railroad.....	2	1	1	19	1,924	3,055	6.16	6.16	.3024	.6488	.3024	.6488	.3024	.6488	.3024	.6488	.3024	.6488	.3024	.6488
Phillips and Rangeley Railroad.....	14	4	4	100	10,729	6,514	25.36	17.90	.8900	.8134	.8900	.8134	.8900	.8134	.8900	.8134	.8900	.8134	.8900	.8134
Sandy River Railroad.....	3	1	4	61	8,022	42,055	14.04	14.04	.5480	.7511	.5480	.7511	.5480	.7511	.5480	.7511	.5480	.7511	.5480	.7511
Wiscasset and Quebec Railroad.....	13	3	3	35	8,255	2,660	18.00	27.70	.5230	1.218	.5230	1.218	.5230	1.218	.5230	1.218	.5230	1.218	.5230	1.218
Bridgton and Saco River Railroad.....	13	3	3	37	6,336	7,204	13.43	15.47	\$0.6427	\$0.9271	\$0.6427	\$0.9271	\$0.6427	\$0.9271	\$0.6427	\$0.9271	\$0.6427	\$0.9271	\$0.6427	\$0.9271
Franklin and Megantic Railroad.....	12	1	1	48	3,773	7,453	15.16	17.77	.5341	.8908	.5341	.8908	.5341	.8908	.5341	.8908	.5341	.8908	.5341	.8908
Kennebec Central Railroad.....	12	5	5	8	25,860	3,016	4.93	5.00	.1436	1.3076	.1436	1.3076	.1436	1.3076	.1436	1.3076	.1436	1.3076	.1436	1.3076
Monson Railroad.....	12	1	1	18	2,218	3,257	6.16	6.16	.2844	.6833	.2844	.6833	.2844	.6833	.2844	.6833	.2844	.6833	.2844	.6833
Phillips and Rangeley Railroad.....	14	4	4	82	5,410	17,300	25.08	18.02	.9774	.8877	.9774	.8877	.9774	.8877	.9774	.8877	.9774	.8877	.9774	.8877
Sandy River Railroad.....	3	2	4	61	8,199	17,304	13.94	14.16	.5408	.7835	.5408	.7835	.5408	.7835	.5408	.7835	.5408	.7835	.5408	.7835
Wiscasset and Quebec Railroad.....	3	2	3	34	9,632	5,344	20.00	25.17	.4590	1.064	.4590	1.064	.4590	1.064	.4590	1.064	.4590	1.064	.4590	1.064

† Passenger and freight engines.

STREET RAILWAY MILEAGE.

There was an increase of street railway mileage for the year ending June 30, 1900, of 28.79 miles. The gain in mileage was from additional construction as follows:

Name of Road.	Miles.
Benton and Fairfield Railway	1.00
Lewiston, Brunswick and Bath Street Railway	1.47
Portsmouth, Kittery and York Street Railway, extension .....	.40
Westbrook, Windham and Naples Railway	5.83
Sanford and Cape Porpoise Railway	20.45
Total	29.15
Less Mousam River Railroad .....	.36
Gain	28.79

MILEAGE OF STREET RAILWAYS.

Name of Road.	Owned.	Operated.	Increase.
Augusta, Hallowell and Gardiner Railroad	7.00	7.00	
Bangor, Hampden and Winterport Railway	4.62	16.13	
Bangor, Orono and Old Town Railway	16.20	14.95	
Bangor Street Railway	8.40	8.40	
Bath Street Railway|| .....	4.25		
Benton and Fairfield Railway	3.41	3.41	
Biddeford & Saco Railroad	5.72	5.72	
Calais Street Railway	7.00	7.00	
Fryeburg Horse Railroad	3.00	3.00	
Lewiston, Brunswick and Bath Street Railway†	50.50	154.75	
Mousam River Railway*	2.58	2.58	
Norway and Paris Street Railway	2.13	2.13	
Penobscot Central Railway†	21.00		
Portland Railroad	27.14	††39.58	
Portland and Cape Elizabeth Railway	12.44	12.44	
Portland and Yarmouth Electric Railway	12.78	12.78	
Portsmouth, Kittery and York Street Railway	15.50	15.50	
Rockland, Thomaston and Camden Street Railway	16.64	16.64	
Sanford and Cape Porpoise Railway	20.45	\$23.03	
Skowhegan and Norridgewock Railway	5.75	5.75	
Somerset Traction Company	12.00	12.00	
Waterville and Fairfield Railway	4.75	4.75	
Westbrook, Windham and Naples Railway	5.83	5.83	
Total	268.99		28.79

* Operated from August 19, 1900, by Sanford and Cape Porpoise Railway.

† Bath Street Railway, under lease.

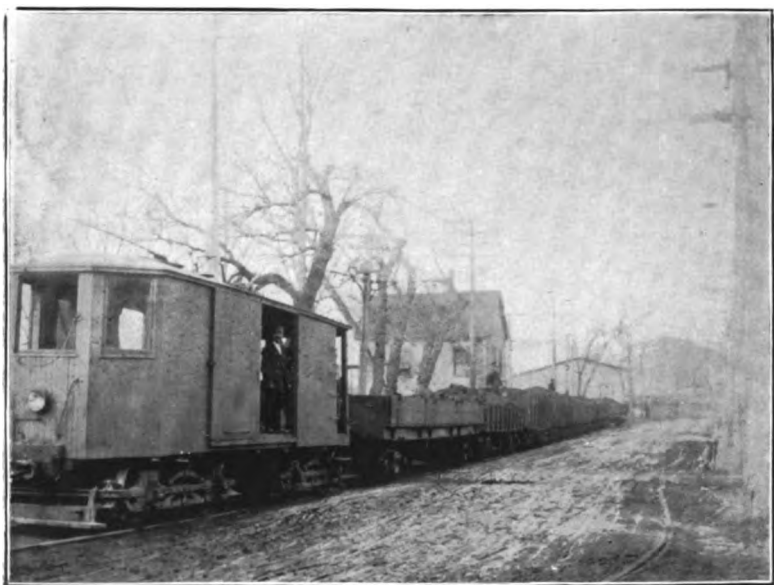
† Not operated.

†† Trackage rights over Bangor Street Railway, 1.61 miles.

†† Includes mileage of Portland and Cape Elizabeth Railway.

§ Includes Mousam River Railway, 2.58 miles.

|| Operated under lease by Lewiston, Brunswick and Bath Street Railway.



**TWENTY-TON ELECTRIC FREIGHT MOTOR HAULING 100 TONS OF
COAL. SANFORD AND CAPE PORPOISE RAILWAY.**

STREET RAILWAY MILEAGE.

The following Table shows the Mileage of Each Street Railroad, the Year they were put in Operation, and the Increase of Each Year, from 1880 to June 30, 1900.

Railroads.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.
Augusta, Hallowell & Gardiner R.R.	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
Bangor, Hampden & Winterport R.R.
Bangor, Orono & Old Town R.R.	3.18	7.13	7.25	8.25	8.25	13.40	13.70	16.20	16.20	16.20
Bangor Street Railway
Bath Street Railway
Benton & Fairfield Railway
Bridleford & Saco Railroad
Brunswick & Topsham Elect. Ry.
Calais Street Railway
Fryeburg Horse Railroad
Lewiston & Auburn Horse R.R.
Lewiston & Brunswick & Bath St. Ry.
Mousam River Railroad
Norway & Paris Street Railway
Penobscot Central Railway
Portland & Cape Elizabeth St. Ry.
Portland & Kennebec St. Ry.
Portland & York St. Ry.
Portland & Yarmouth Electric Ry.
Portland & Yarmouth Electric Ry.	6.75	6.75	\$9.25	\$9.25	\$9.25	\$9.25	\$9.25	\$10.00	10.87	10.87	11.31	11.31	16.86	16.86	16.86	17.25	21.00	22.17	24.20	28.58	37.14
Rockland, Thomaston & Camden Street Railway
Salem & Cape Porpoise R.R.
Skowhegan & Norridgewock St. Ry.
Swainsboro & Cambridge R.R.
Waterville & Fairfield Street Ry.
Westbrook, Windham & Naples Ry.
	6.75	11.75	14.25	16.75	16.75	16.75	16.75	17.70	27.65	33.83	43.22	51.64	58.26	76.14	80.39	86.59	130.10	143.00	163.73	240.20	268.89

* Now operated by the Lewiston, Brunswick and Bath Street Railway.

† Only horse railroad in Maine.

‡ Commenced operation in 1883, with 1.3 miles. § Ocean Street Horse Railroad, 1.5 included. || Now operated by the Portland Railroad.

GROSS EARNINGS FROM OPERATION.

The following table shows the comparative earnings on the street railways for years 1895 to 1900. The increase of gross earnings of 1900 over 1899 was \$128,511.60. The railway earnings increased 63 per cent, and mileage 65 per cent over 1895.

Table Showing the Gross Earnings from Operations of the Street Railways in Maine for Years Ending June 30, 1895, 1896, 1897, 1898, 1899 and 1900.

Railways.	1895.	1896.	1897.	1898.	1899.	1900.
Augusta, Hallowell and Gardiner Railroad.....	\$40,270 88	\$41,117 26	\$40,840 17	\$40,620 31	\$39,769 73	\$38,747 88
Bangor, Hampden and Winterport Railroad.....	.....	56,131 53	63,558 79	9,081 03	22,584 02	26,816 68
Bangor, Orono and Old Town Railroad.....	.....	58,071 20	69,462 90	63,675 98	49,182 82	51,087 13
Bangor Street Railroad.....	56,680 30	.....	.....	65,291 88	63,674 14	63,171 14
Benton and Fairfield Railroad.....	.....	.....	24,385 40	24,537 40	30,626 73	31,573 13
Biddeford and Saco Railroad.....	24,229 05	25,460 95	23,863 35	23,521 70	22,291 68	24,360 64
Cabot Street Railroad.....	25,025 56	25,708 70	.....	.....	614 15	668 20
Fryeburg Horse Railroad.....	708 79	717 64	691 86	601 88	.....	.....
Lewiston, Brunswick and Bath Street Railway†.....	.....	.....	.....	.....	\$214,000 29	252,364 14
Mousam River Railroad.....	15,452 11	30,707 73	18,900 44	24,588 82	23,407 70	23,910 42
Norway and Paris Street Railroad.....	.....	8,108 83	7,548 48	7,383 85	5,884 06	6,456 81
Penobscot Central Railroad.....	.....	.....	.....	.....	1,459 28	.....
Portland and Cape Elizabeth Railroad.....	212,060 42	247,555 86	276,587 53	302,196 45	\$335,864 68	413,511 60
Portland and Yarmouth Electric Railway.....	.....	25,145 23	59,015 60	54,782 82	50,165 83	58,086 63
Portsmouth, Kittery and York Street Railway.....	.....	.....	.....	.....	11,274 03	71,180 58
Rockland, Thomaston and Camden Street Railway.....	.....	.....	.....	.....	70,611 53	78,845 51
Sanford and Cape Porpoise Railroad.....	51,734 11	56,697 97	66,781 76	68,223 24	70,211 51	747,012 88
Skowhegan and Norridgewock Railroad.....	4,557 54	6,185 67	4,893 54	5,019 03	4,055 06	8,013 51
Somerset Traction Company.....	.....	758 76	9,897 02	12,367 02	12,976 35	13,637 81
Waterville and Fairfield Railway.....	19,284 85	20,863 70	19,121 26	40,338 97	44,747 50	43,568 95
Westbrook, Windham and Naples Railway.....	.....	.....	.....	.....	.....	5,390 23
Total.....	\$502,447 80	\$658,998 45	\$770,614 19	\$891,293 15	\$1,090,417 69	\$1,218,929 29
Increase.....	.....	.....	.....	.....	.....	\$128,511 60

† Lewiston and Auburn Horse R. R., Brunswick and Topsham Ry., and Bath Street Railway. ‡ 19 days operation in 1899; not operated in 1900.

§ Includes operation of the Portland and Cape Elizabeth Railway, 12.44 miles from February 28, 1896. || Commenced operation January 1, 1899.

• Operations from June 30 to August 19, 1898. ¶ Includes operation of Mousam River Railway from August 19, 1898, to June 30, 1900.

VOLUME OF TRAFFIC.

There were carried on the street railways in this State during the year ending June 30, 1900, 20,845,872 passengers, a gain over 1899 of 2,349,498 passengers; a gain over 1898 of 7,082,162; a gain over 1895 of 11,702,495.

The Following Table Shows the Number of Passengers Carried for Years 1895-1900.

Railways.	1895.	1896.	1897.	1898.	1899.	1900.
Augusta, Hallowell and Gardiner Railroad.	805,407	883,544	892,990	816,115	800,583	788,851
Bangor, Hampden and Winterport Railway.	.....	.....	.....	161,186	387,560	464,752
Bangor, Orono and Old Town Railway.	.....	1,060,314	1,298,643	1,425,098	945,927	864,700
Bangor Street Railway.	1,192,008	1,288,861	1,660,771	1,523,887	1,622,966	1,663,061
Benton and Fairfield Railway.	.....	.....	.....	.....	13,610	47,740
Biddeford and Saco Railroad.	327,608	360,926	366,488	337,860	414,006	442,665
Catale Street Railway.	501,106	546,543	513,649	486,613	449,331	462,004
Fryeburg Horse Railroad.	8,971	9,686	9,025	8,560	6,411	10,017
Lewis and Brunswick.	.....	.....	.....	.....	3,095,000	3,416,141
Mousam River Railroad.	120,444	116,577	91,923	124,247	116,065	*24,809
Norway and Paris Street Railway.	.....	177,102	.....	172,581	120,632	145,236
Penobscot Central Railway.	3,907,286	4,576,133	4,932,809	5,444,897	6,129,440	7,725,072
Portland Railroad.	.....	606,900	1,191,714	1,066,066	1,031,486	1,094,364
Portland and Cape Elizabeth Railways.	.....	.....	.....	.....	57,567	1,330,840
Portland and Farmouth Electric Railway.	.....	.....	.....	821,320	1,349,890	1,089,780
Portsmouth, Kittery and York Street Railway.	.....	.....	.....	.....	367,173	.....
Rockland, Thomaston and Camden Street Railway.	979,688	979,548	967,973	960,578	.....	.....
Sanford and Cape Porpoise Railway.	.....	.....	.....	.....	.....	.....
Shawhegan and Norridgewock Railway.	40,575	66,836	.....	.....	72,442	53,254
Summers, Tracadie and Cornville.	.....	7,134	80,233	81,029	117,448	186,006
Waterville and Fairfield Railway.	384,697	416,676	332,425	402,666	367,615	430,276
Westbrook, Windham and Naples Railway.	.....	.....	.....	.....	.....	101,610
Total	9,143,377	12,302,326	13,961,980	15,472,390	18,496,374	20,845,872
Increase	.....	.....	.....	.....	.....	2,349,498

* Includes Lewiston & Auburn Horse R. R., Topsham & Brunswick Electric Ry. and Bath Street Ry. † 19 days operation, number estimated.

* Operations from July 1 to August 19. ‡ Includes the operation of the Mousam River Railroad from August 19.

§ Now operated by the Portland Railroad.

COMPARATIVE STATEMENTS.

The following table gives the mileage, gross income from operation, operating expenses, per cent of expenses to income, net income from operation per mile of road operated to June 30, 1899 and 1900, of the street railways doing business in Maine.

Earnings, Expenses, Income, Per Cent of Operating Expenses to Income from Operation.

Railways.	1899.					1900.				
	Miles operated.	Earnings from operation per mile.	Expenses of operation per mile.	Net income from operation per mile.	Per cent of operating expenses to income.	Miles operated.	Earnings from operation per mile.	Expenses of operation per mile.	Net income from operation per mile.	Per cent of operating expenses to income.
Augusta, Hallowell and Gardiner Railroad	7.00	\$5,681 59	\$3,320 74	\$2,460 65	58	7.00	\$5,535 41	\$3,913 87	\$1,621 54	70
Bangor, Hampden and Winterport Railroad	6.13	3,684 17	3,186 77	497 40	86	6.13	4,374 66	3,749 77	624 89	86
Bangor, Orono and Old Town Railroad	14.96	3,288 82	2,365 82	904 00	72	14.96	3,350 80	2,454 46	896 34	73
Bangor Street Railroad	8.40	7,560 35	5,845 06	1,735 19	77	8.40	7,758 47	6,017 56	1,740 91	77
Benton and Fairfield Railroad	2.41	735 85	698 27	36 58	94	2.41	1,923 45	1,749 29	174 14	91
Biddeford and Saco Railroad	5.72	5,359 56	2,853 75	2,504 81	53	5.72	5,500 37	3,666 88	1,833 54	65
Calais Street Railroad	7.00	3,184 52	2,590 03	594 49	81	7.00	3,450 08	2,914 76	535 33	85
Fryeburg Horse Railroad	3.00	504 71	157 47	41 24	76	3.00	232 73	175 04	49 69	75
Lewiston, Brunswick and Bath Street Railroad	53.28	4,016 14	2,042 39	1,973 75	50	54.75	4,061 44	3,061 44	1,000 43	75
Mousam River Railroad|| .....	2.61	8,958 46	6,265 91	2,792 55	69	2.88	3,457 62	1,743 74	1,713 78	50
Norway and Paris Street Railroad	2.13	2,788 84	2,754 20	14 54	99	2.13	3,030 50	2,580 92	449 74	83
Penobscot Central Railroad	20.00	422 96	7 31	13 65	32	39.58	10,447 43	7,204 58	3,242 85	68
Portland and Cape Elizabeth Railroad	27.14	11,451 05	7,213 02	4,238 03	63	27.14	10,447 43	7,204 58	3,242 85	68
Portland, Kittery and York Street Railroad	12.37	34,063 37	3,063 67	30,999 70	75	12.37	4,992 23	2,997 55	1,994 74	65
Portland and Yarmouth Electric Railroad	19.10	4,096 12	2,116 60	2,979 52	44	19.10	3,311 06	3,073 22	1,237 86	71
Rockland, Thomaston and Camden Street Railroad	12.78	2,150 00	3,722 72	1,572 72	83	12.78	4,786 40	3,181 57	1,604 83	65
Sanford and Cape Porpoise Railroad	16.64	4,219 41	2,456 75	1,762 66	58	16.64	2,041 57	1,455 29	586 28	71
Skowhegan and Norridgewock Railroad	5.75	683 16	797 52	104 36	114	5.75	515 13	429 08	85 05	79
Somerset Traction Company	12.00	1,081 86	815 41	266 45	76	12.00	1,186 86	899 46	287 40	75
Waterville and Fairfield Railroad	4.75	9,420 52	6,060 62	3,359 90	64	4.75	3,168 50	6,244 96	2,523 94	68
Westbrook, Windham and Naples Railroad						5.83	1,060 52	1,060 51	559 91	68

* 19 days operation. † Deficit. ‡ Estimated, not including 4 months Portland and Cape Elizabeth Railroad. § Operated 8 months.

|| Operated from August 16, 1899, by Sanford and Cape Porpoise Railroad.

The Following Table Shows the Mileage, Total Permanent Investments, Total Capital Stock, Total Net Indebtedness, Total Stock and Net Debt, Investments per Mile Owned, Stock per Mile, Net Indebtedness per Mile Stock and Net Debt per Mile on June 30, 1900.

Railways.	Mileage.	Total permanent investments.	Total capital stock.	Total net indebtedness.	Total stock and net debt.	Investments per mile owned.	Stock per mile.	Net indebtedness per mile.	Stock and net debt per mile.
Augusta, Hallowell and Gardiner Railroad.....	7.00	\$195,605 48	\$120,000 00	\$154,136 14	\$274,136 14	\$27,943 64	\$17,142 85	\$23,018 45	\$39,162 39
Bangor, Hampden and Winterport Railroad.....	4.52	115,208 13	60,000 00	64,308 52	116,308 52	25,488 82	13,274 33	12,015 17	25,488 50
Bangor, Orono and Old Town Railroad.....	16.70	246,533 24	125,000 00	154,588 23	273,588 23	15,218 10	7,716 06	9,542 73	17,258 78
Bangor Street Railroad.....	8.40	No data given.							
Benton and Fairfield Railroad.....	3.41	28,284 00	12,000 00	17,874 02	29,874 02	8,297 36	3,519 06	5,241 64	8,760 70
Bridford and Saco Railroad.....	6.72	181,968 12	40,000 00	137,312 33	177,312 33	31,812 25	6,983 00	24,005 66	30,988 66
Calais Street Railroad.....	7.00	200,000 00	100,000 00	110,700 50	210,700 59	28,571 42	14,285 71	16,814 37	30,100 06
Fryeburg Horse Railroad.....	3.00	7,510 07	5,075 00	672 82	5,647 82	2,503 35	1,691 66	180 95	1,892 60
Lewiston, Brunswick and Bath Street Railroad...	50.50	1,571,300 00	627,100 00	932,387 88	1,579,487 88	31,114 55	12,417 82	18,858 17	31,276 99
Mousam River Railroad.....	2.58	161,974 86	91,800 00	58,437 14	100,237 14	62,780 95	35,581 39	23,646 13	58,227 62
Norway and Paris Street Railroad.....	2.13	43,000 00	25,000 00	18,006 95	43,006 95	20,167 79	11,787 08	8,876 50	20,618 58
Portland Railroad.....	139.68	2,160,515 98	899,973 36	972,224 47	1,972,197 83	54,586 04	25,264 61	24,563 53	49,828 14
Portland, Kittery and York Street Railroad...	16.50	430,620 15	220,300 00	203,859 92	424,159 92	27,781 93	14,212 95	13,152 20	27,365 15
Portland and Yarmouth Electric Railroad.....	12.78	712,299 59	300,000 00	408,300 08	708,300 08	55,735 49	23,474 19	31,948 37	55,432 86
Rockland, Thomaston and Camden Street Ry....	16.64	332,929 63	250,000 00	254,255 55	504,255 55	20,188 06	15,024 04	15,279 79	30,303 88
Saintford and Cape Porpoise Railroad.....	20.45	530,981 30	250,000 00	286,988 62	536,988 62	25,968 55	12,224 83	14,035 17	26,250 10
Skowhegan and Norridgewock Railroad.....	6.75	60,012 28	50,000 00	70,253 00	120,253 00	10,436 81	8,686 65	12,214 43	20,100 06
Somerset Traction Company.....	12.00	121,623 00	29,800 00	91,823 00	121,623 00	10,135 24	2,483 33	7,651 92	10,135 25
Waterville and Fairfield Railroad.....	4.75	967,246 66	200,000 00	267,763 62	467,763 62	56,262 45	42,106 26	56,437 66	98,542 92
Westbrook, Windham and Naples Railroad.....	5.83	120,845 45	27,700 00	91,966 55	119,666 55	20,728 16	4,751 25	15,774 67	20,525 82

† Includes 12.44 miles Portland and Cape Elizabeth Railway.

EARNINGS, CHARGES, INCOME, DIVIDENDS.

The Following Table Shows the Transportation Earnings, Other Earnings, Charges, Net Divisible Income, Dividends Paid, Per Cent, Surplus of Deficit from Operations for the Year Ending June 30, 1900.

Railways.	Miles operated.	Transportation earnings.	Other earnings.	Total earnings.	Operating expenses.	Interest, taxes and other charges.	Total charges.	Net divisible income.	Dividends paid.	Rate—%.	Surplus for the year.	Deficit for the year.
Augusta, Hallowell and Gardner R. R.	7.00	\$8,402 67	\$345 24	\$8,747 91	\$27,397 10	\$8,645 95	\$36,043 05	\$1,704 83	\$4,900 00	4	\$1,206 59	\$2,095 17
Bangor, Hampden and Winterport R. R.	6.13	25,623 55	1,183 13	26,806 68	22,394 10	2,623 99	28,018 09	1,206 59	.....	.....	5,189 65	.....
Bangor, Orono and Old Town Railway	14.95	49,280 02	1,807 11	50,587 13	36,474 27	8,723 21	45,447 48	6,189 65	.....	.....	3,782 61	.....
Bangor Street Railway	8.40	63,418 05	1,753 09	65,171 14	50,547 50	10,741 03	61,388 53	3,782 61	.....	.....	.....	.....
Benton and Fairfield Railway	3.41	6,352 98	26 00	6,558 98	5,365 08	749 83	6,714 91	.....	.....	.....	.....	.....
Biddeford and Saco Railroad	5.72	31,373 55	198 58	31,572 13	20,842 69	7,174 50	27,977 24	3,594 85	.....	.....	.....	.....
Calais Street Railway	7.00	23,336 03	434 61	24,360 64	20,403 57	5,680 08	26,083 45	1,722 81	.....	.....	.....	.....
Fryeburg Horse Railroad	3.00	698 20	.....	698 20	519 12	160 00	698 12	.....	.....	.....	.....	.....
Lewiston, Brunswick & Bath St. Ry.	54.75	214,774 24	7,589 90	222,364 14	167,590 40	53,871 33	221,461 73	902 41	31,011 00	.....	.....	.....
Mousam River Railroad	2.58	8,894 67	15 75	8,910 42	4,498 86	2,803 56	7,302 42	1,608 00	.....	.....	.....	.....
Norway and Paris Street Railway	2.13	6,366 17	89 14	6,455 31	5,390 86	974 98	6,366 84	59 47	.....	.....	.....	.....
Penobscot Central Railway	39.58	411,000 64	2,510 96	413,511 60	283,157 37	56,003 40	341,820 77	71,690 83	49,780 00	5	21,910 88	.....
Portland Railroad	15.50	68,185 38	2,965 20	71,150 58	46,462 11	12,461 87	58,913 98	12,566 60	15,956 00	.....	.....	.....
Portland & Yarmouth Electric Ry.	12.78	53,685 20	1,410 43	55,095 63	38,375 83	14,669 31	63,845 14	1,150 49	.....	.....	.....	.....
Rockland, Thomaston & Camden St. Ry.	16.64	47,367 58	12,477 93	59,845 51	52,104 08	12,888 93	64,994 01	14,860 50	.....	.....	.....	.....
Sanford and Cape Porpoise Railway	23.03	42,392 83	4,620 00	47,012 83	33,533 47	14,481 08	48,031 45	.....	.....	.....	.....	.....
Skowhegan & Norridgewock Railway	6.75	2,996 31	17 20	3,013 51	2,523 08	3,177 04	5,700 12	.....	.....	.....	.....	.....
Somerset Traction Company	12.00	13,637 81	.....	13,637 81	10,788 57	6,239 78	17,028 10	.....	.....	.....	.....	.....
Waterville and Fairfield Railway	4.75	22,781 30	20,777 65	43,558 95	29,963 56	14,560 38	44,523 94	.....	.....	.....	.....	.....
Westbrook, Windham & Naples Ry.	5.83	8,060 32	1,299 90	9,360 22	6,367 43	1,788 89	8,151 32	1,178 90	.....	.....	.....	.....

* 12% to October 20; 8% for remainder of year.

† Not operated.

EARNINGS AND EXPENSES OF OPERATION.

The following table gives the gross earnings from operation, the operating expenses, the percentage of operating expenses to gross income, and the net income from operation for the years 1896, 1897, 1898, 1899 and 1900, upon the street railways doing business in Maine.

Years.	Gross earnings from operation.	Operating expenses.	Percentage of expenses to earnings.	Net earnings.
1896.....	\$669,998 45	\$482,492 10	72	\$187,506 35
1897.. ..	770,614 19	527,684 44	68	242,929 75
1898.....	861,282 15	618,396 42	71	242,885 73
1899.....	1,090,417 69	686,419 96	63	403,997 73
1900.....	1,218,929 29	888,968 84	73	329,960 45

ACCIDENTS UPON STREET RAILWAYS IN MAINE.

There were twenty-two passengers injured upon the street railways, eighteen from causes beyond their own control, and four from their own carelessness. In 1899 there were two injured.

There was one employe injured, being the same as in 1899.

Eight "other persons" were injured, six from their own carelessness, and two from causes beyond their own control.

Passengers injured, one to every 947,539 carried.

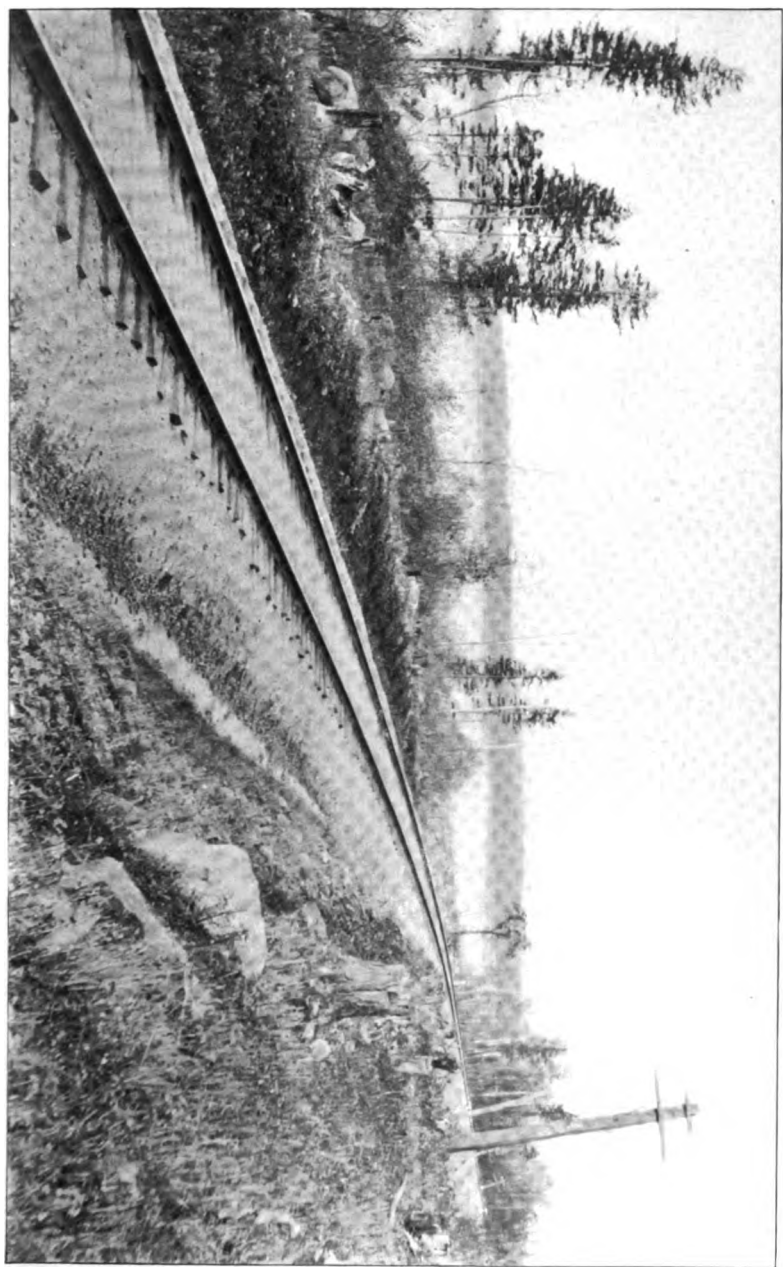
The total number of car miles run was 5,969,590 and without fatal accident to any passenger.

Only one passenger was injured to an average of 271,348 car miles run.

A statement of each accident will be found in the following table:

Accidents to Persons.

Killed and Injured.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	18	.....	4	.....	22
Employees	1	.....	1
Other persons	2	.....	6	.....	8
Totals	20	.....	11	.....	31



SCENERY AT SOUTH TWIN LAKE. BANGOR AND AROOSTOOK RAILROAD.

NEW RAILROADS AND EXTENSIONS.

On June 30, 1900, there were 1,905 miles of steam railroads in Maine.

Since that date the extension of the Kingfield & Dead River Railroad from Carrabasset to Bigelow has been completed, a distance of six miles, making on December first a total mileage in Maine of 1,911 miles, of which 154.17 miles is narrow gauge.

There has been but slight addition to the street railways since June 30, 1900.

The Atlantic Shore Line Railway built a portion of its line, a distance of 1.57 miles from Kennebunkport village to the town house crossing, in Kennebunkport. The Biddeford & Saco Railroad extended its line from King's Corner by way of Five Points over Elm and Alfred streets to Main street a distance of 1.86 miles. The Benton & Fairfield Railway extended its line from its terminus at Benton Falls to the Somerset and Kennebec Companies' mill, a distance of thirteen one hundredths of one mile, making in all an addition to the street railways of 3.56 miles. This makes the total street railway mileage on December 30, 1900, 268.99 miles.

INSPECTION, PHYSICAL CONDITIONS.

Section 114, chapter 51 of the Revised Statutes directs that "A majority of the board, annually, between the first of April and October, and at any other time on application, or whenever they think necessary shall carefully examine the tracks, rolling stock, bridges, viaducts and culverts of all railroads."

Having made the necessary examinations, we find that the railroads are in a safe condition and that many improvements have been made, as will be seen more fully by the following reports of the condition of each railroad.

BANGOR AND AROOSTOOK RAILROAD.

The Bangor and Aroostook Railroad may be termed, as yet, a comparatively new enterprise. An extension has been made from Caribou to Van Buren; and the Patten and Sherman road, from Patten junction to Patten, has now become a part of that system. It was well built, at the start, referring to the new parts of the system, and now the line from Milo junction to Greenville has been so much improved as to be practically a new line. Throughout the system the road-bed and track are in excellent condition, and it is apparent, in all of its mileage, that it has been carefully looked after. Considerable ballasting has been done during the year, and the road-bed and track, as a whole, are in excellent line and surface, and in all respects first-class.

BRIDGES.

The bridges throughout the system, on the newer parts, in their original construction, were first-class structures, and the systematic improvement which has been going on for two or three years past on the old lines has brought them all to the condition where it can now be said that they are all first-class. The

work of replacing has been done in the most thorough manner by the best builders in the country.

EQUIPMENT.

In equipment the company has bought the best, and has kept both motive power and other equipment, in first-class condition.

Large additions have been made during the year in freight cars, so that the road is now fully equipped to do the large passenger and freight business over its line, and with a view to meeting its constantly increasing traffic.

The station buildings, throughout the whole system, are in excellent condition, well adapted to the business of the various stations, and all kept in perfect condition of repair, with every consideration for the convenience and comfort of its patrons.

BOSTON AND MAINE RAILROAD.

That part of the Boston and Maine system within the State of Maine, is in excellent condition. On the Western Division more than fifteen miles of track has been ballasted, some new steel laid and some relaying of steel. More than 13,000 ties have been laid, and the road-bed and track generally improved. What is true of the Western Division is also true of the Eastern, except that more relaying steel has been laid, and more switch ties put in. On the Northern Division the road-bed and track are in excellent condition. On the Worcester, Nashua and Portland Division, which embraces what was formerly the Portland and Rochester Railroad, the road-bed and track are in good condition, and somewhat improved over last year. The Kennebunk and Kennebunkport branch is in good condition in its road-bed and track, and the same is true of the Old Orchard Beach Railroad.

BRIDGES.

The bridges of the Boston and Maine Railroad, in Maine, are nearly all iron or steel structures of modern design, with a generous margin for safety. The wooden bridges on the Eastern and Western Divisions have been repaired during the year, to a considerable extent, and are first-class structures of their type. On the Northern Division the bridges are of iron and steel. The wooden structures of a few years ago have been replaced. On

the Kennebunkport branch there is only one bridge of any considerable span, and that is a plate girder set on good masonry. The bridges on the Old Orchard Beach road are wooden structures, well constructed, and well maintained.

EQUIPMENT.

The motive power of the Boston and Maine system is good, and well maintained, especially considering the immense volume of traffic of the road during the year. The other equipment of the system is first-class in every respect and well maintained.

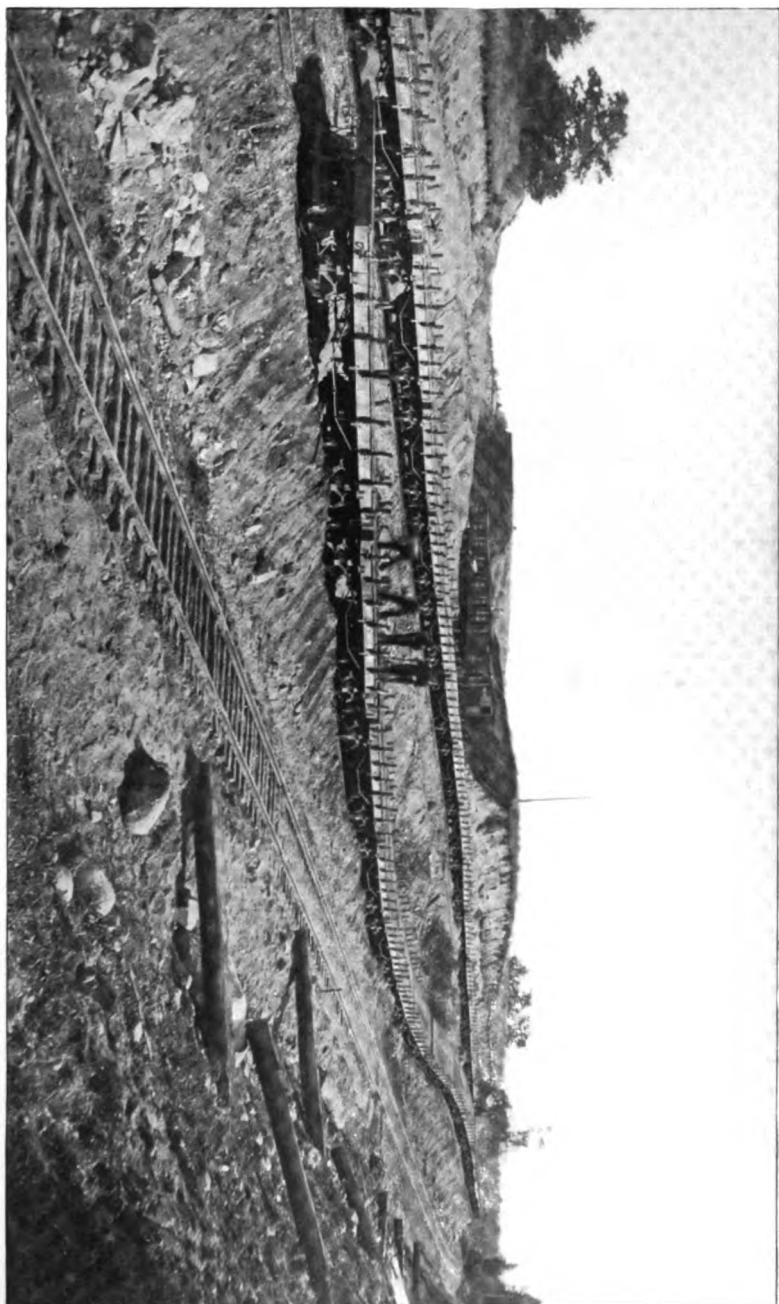
The station buildings are all substantial structures and maintained in an excellent condition of repair, and in all respects are well adapted to the demands of its patrons. Repairs are constantly being made wherever required, and some new buildings are contemplated.

CANADIAN PACIFIC.

This line extends from the boundary between Maine and Canada, across the State to Mattawamkeag, with track rights over the Maine Central from Mattawamkeag to Vanceboro, and a branch from Debec junction to Houlton, and another branch from Aroostook junction, by the way of Fort Fairfield and Caribou, to Presque Isle. From the boundary to Mattawamkeag the wooden trestles and bridges of a few years ago have been replaced either by substantial iron or steel structures, or by the building of culverts and filling. All the trestle bridges remaining have had additional stringers during the year. The work has all been done in a very thorough manner. The culverts, throughout the system, in Maine, have been carefully looked after during the year, and several have been replaced either by arches or cedar culverts. The bridge near Fort Fairfield has been replaced with a thirty foot half through plate girder. The road-bed and track are in excellent condition. A little new steel has been laid during the year. More than 41,000 ties have been laid so that now the road is practically newly tied. The line and surface are in excellent condition, and in all respects it may be said that it is first-class.

EQUIPMENT.

Seven Richmond consolidation compound freight engines have been added to the motive power, and the equipment generally



LOWERING GRADE AT MILO PT. BANGOR AND AROOSTOOK RAILROAD.

kept in excellent condition. The traffic over this line from the boundary to St. John is large, especially in winter when a large number of foreign steamers, for Europe, are laden with freight coming from the West.

On the Aroostook branch the equipment is good and well kept, and in all respects equal to the demands put upon it by the traffic.

The station buildings, generally, are in good repair, and well kept in all respects.

GEORGES VALLEY RAILWAY.

This is a short line running from Warren station, on the Knox and Lincoln branch of the Maine Central to Union. The road-bed and track are in fair condition, improved somewhat over last year.

BRIDGES.

The bridges are few in number. The plate girder bridge at South Union is a modern structure, set on good masonry. The pile bridge on the line is kept in good repair. The cattle pass, near Warren, formerly of wood, has been replaced with good stone masonry.

EQUIPMENT.

The rolling stock is fairly good, considerably improved during the year. The limited traffic of the line requires but little else in the way of equipment. The station buildings are in good condition.

GRAND TRUNK RAILWAY.

This line of railway extends, in the State of Maine, from Portland to Gilead, with a branch from Lewiston junction to Lewiston, and another from South Paris to Norway. On the main line the rails have been renewed from Portland to Gilead with eighty-five pound steel. The ties are in good condition and considerable ballasting has been done, so that the road-bed and track are in excellent condition.

Some additions have been made in the yard room at and about Portland, demanded by the very large increase in freight over this line, transhipped at Portland for European ports.

On the Lewiston and Norway branches the road-bed and track are in good condition.

BRIDGES.

Considerable improvement has been made in bridges on the main line, by replacing structures that were built several years ago, by modern steel construction, and a system of improvement in this direction has been adopted and is being carried out by the company, which looks, in the very near future, to a complete renewal of all the bridges on the line. Several have already been replaced, and several others are now in process of erection.

EQUIPMENT.

The motive power of this line, in Maine, has heretofore been light, in consideration of the type of bridges over which it runs. After the process of bridge renewals that is now in progress has been completed very much heavier motive power will be used. Already some of the heaviest are now in use coming east as far as Island Pond.

The passenger equipment is now largely of modern design, and well maintained in all respects. The station buildings are considerably improved, and well kept in all particulars.

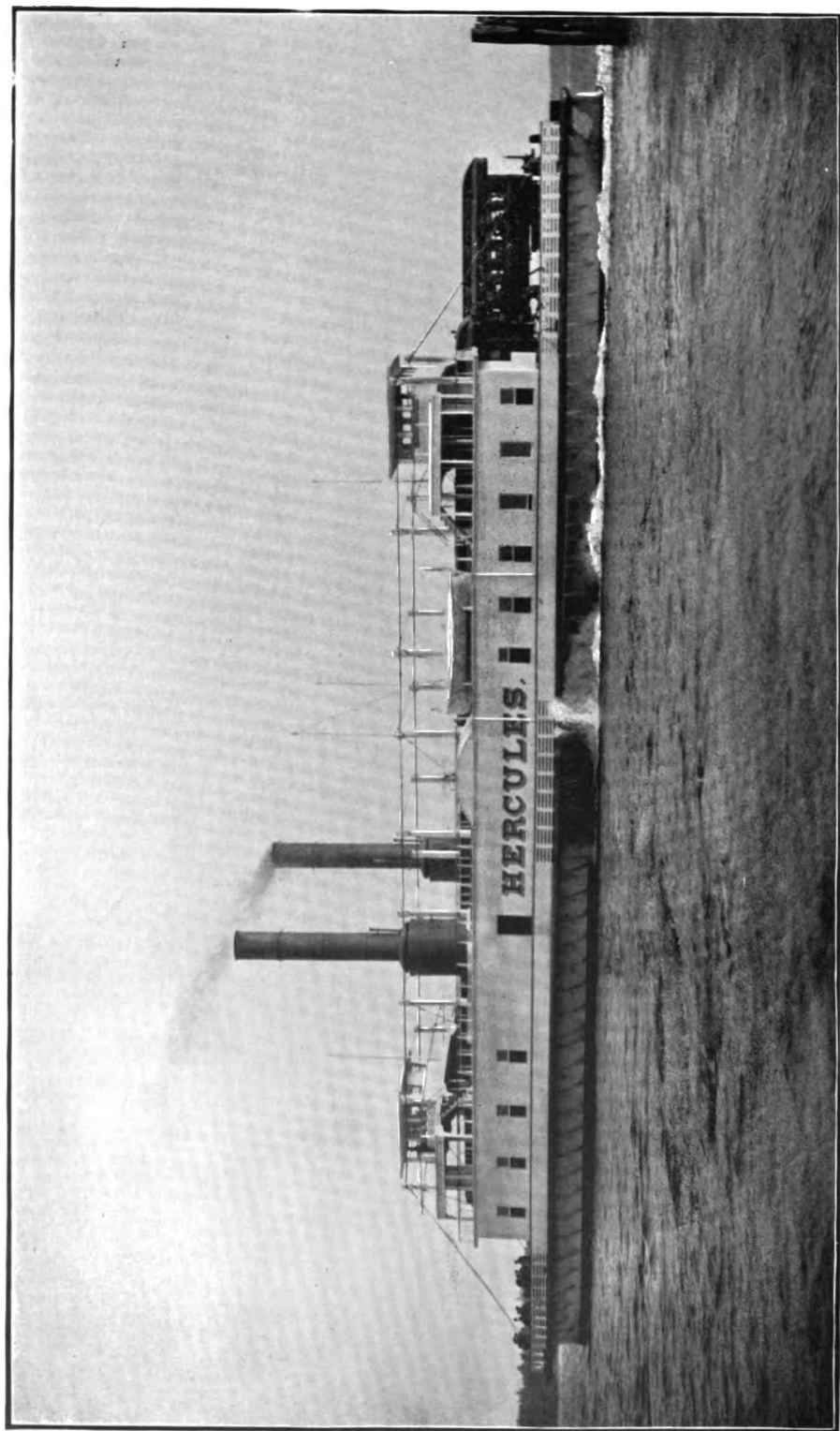
LIMEROCK RAILROAD.

The traffic of this road is entirely hauling lime-rock from the quarries in and about Rockland, to the lime kilns of the city. The road-bed and track are kept in excellent condition for this traffic, improved, somewhat, over last year.

The bridges are mostly trestles at the lime kilns, and are kept in good state of repair, improved in several instances. Filling at these trestles is going on. The rolling stock is well adapted to the traffic of the line.

THE MAINE CENTRAL RAILROAD.

This line may be termed as the chief transportation line of the State. The main line and its branches comprise more than a third of the whole mileage of the State. The main line is now practically relaid with heavy steel of modern pattern. Considerable new steel has been laid on the main line during the year, and a portion of the best steel released thereby, has been used on the different branches of the road. A good deal of ballast has been put under during the year, and new ties laid wherever necessary,



FERRY-BOAT, HERCULES, BATH. MAINE CENTRAL RAILROAD.

involving the use of many thousands. Improvements are constantly going on, on both main line and branches, so that, throughout the whole system, the road-bed and track are in excellent condition.

BRIDGES.

The bridges on the main line between Portland and Bangor are all modern iron or steel structures with a high safety factor, and compare favorably with those in use on the best railroads in the country. The single exception; the hard pine trestle at Gardiner, is kept in excellent condition.

On the Knox and Lincoln branch considerable improvements have been made in the bridges, and changes of line and construction of a steel bridge to replace a long wooden one is now in contemplation.

At Orono the single track iron bridge, built several years ago, is being replaced with a first-class steel bridge, double track and embodying the modern ideas of bridge building. The bridges of all the branches have been carefully looked after and are, as a whole, in excellent condition.

EQUIPMENT.

The motive power on the Maine Central has been carefully classified during the year, and several additions; heavy engines of the mogul type, have been made. We think it can be truly said that no road in the country can boast of better motive power than that of the Maine Central Railroad. It is well cared for in all respects and maintained in almost perfect repair notwithstanding the great demands put upon it by the constantly increasing traffic of this system. The passenger equipment is first-class in all respects and kept in excellent repair. No pains or expense seems to be spared in keeping it up to the highest modern standard.

The station buildings on this system are first-class structures and, taken as a whole, are as good as can be found on any line. They are not only kept in good repair, but they are well maintained in every respect for the comfort and convenience of the patrons of the road.

PORTLAND AND RUMFORD FALLS RAILWAY.

The Portland and Rumford Falls Railway extends from Rumford junction, in the city of Auburn, by the way of Rumford Falls, with a branch from Canton to Otis Falls, and through its acquisition of the Rumford Falls and Rangeley Lakes Railroad, to Bemis, on the shore of Mooselucmaguntic lake, one of the Rangeley lakes. The road-bed and track, generally, are in excellent condition. It is well looked after in all its details. Considerable changes have been made in the alignment, thereby eliminating objectionable curves, looking to the better handling of the increasing traffic of this line. From Rumford Falls to Rangeley lake it has been considerably improved during the year. From Canton to Otis Falls the larger part of the traffic is pulp and paper, not only for so-called foreign points, but between stations on the line.

The road-bed and track are kept in good condition for this traffic.

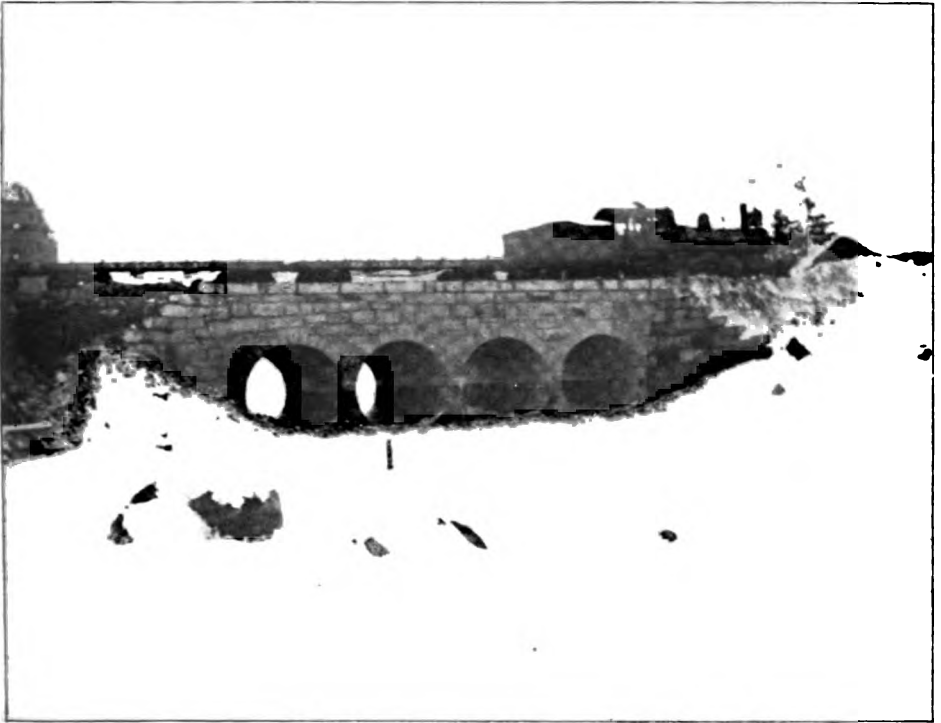
BRIDGES.

The bridges of this line from Rumford junction to Rumford Falls, and on the branch to Otis Falls are, with one or two exceptions, first-class iron or steel bridges, set on excellent masonry. Those of wood are pile bridges kept in excellent repair. The pile bridge at Pottle stream is being replaced by a 40 foot stone arch, involving a slight change in the alignment at that point. A very substantial foundation is now very nearly completed, and the masonry will be built, commencing early next season. The wooden bridges on this line between Rumford Falls and Bemis are substantial structures, and are well maintained in all respects.

EQUIPMENT.

The motive power and equipment is, in very large part, comparatively new, and is kept in first-class condition.

The station buildings are well built and well kept structures in all respects. The new stations at Hebron and at Livermore Falls are substantial brick structures, with first-class appointments.



BRIDGE, SPANNING THE LOWER CANAL,—RUMFORD FALLS.
PORTLAND AND RUMFORD FALLS RAILWAY.

SEBASTICOOK AND MOOSEHEAD RAILWAY.

This line extends from Pittsfield, on the line of the Maine Central Railroad, to Hartland, a distance of eight miles, with an extension to Harmony, now in process of construction. It is now in the hands of a receiver, and he has done something in the way of improvement on road-bed and track, so that it is in good condition.

BRIDGES.

The only bridge on the line is a wooden trestle which, it is promised, will be replaced in the very near future either by a new structure, or a stone culvert and filling. The latter scheme would seem to be the best and in the end the most economical.

EQUIPMENT.

The rolling stock is maintained in a fair condition. The stations and other buildings are kept in good repair.

SOMERSET RAILWAY.

This line extends from Oakland, on the line of the Maine Central, to Bingham. The road-bed and track are in excellent condition. It is carefully looked after by the management in all its details. Forty thousand yards of ballast has been put under during the year, 200 tons of 70 pound steel and 13,000 new ties laid and the track has been raised in some places. Above Carra-tunk Falls the line has been changed to the side hill, removing it from danger of injury by freshets in the Kennebec river, from which has suffered considerably in years past. The yard at Oakland has been enlarged and greatly improved.

BRIDGES.

The bridges, in greater number, are wooden structures, strengthened considerably during the year, and in all instances well maintained. The iron bridges are first-class structures, set on good masonry.

EQUIPMENT.

The rolling stock is kept in excellent condition. An addition has been made during the year in the purchase of a first-class eight wheel locomotive, 100 box and 16 flat cars. The other equipment is kept in excellent order.

The station buildings are, as a whole, kept in good condition in all respects. New station buildings have been completed during the year at Madison and North Anson, with convenient freight stations. That at Madison is built of brick, well designed in all respects, and is not only of very tasteful design, but is, as well, a very substantial and well appointed building. The new station at North Anson is built of wood of the same general design as the brick station at Madison. The new station at Anson is a very pretty building, very conveniently arranged, and the design is well carried out in all particulars. Considerable improvements have been made during the year at Madison and Anson, as well as at North Anson, to facilitate the largely increasing freight and passenger traffic on this line. About 20,000 yards of earth were used in making the new yards at above named station.

WASHINGTON COUNTY RAILROAD.

This is a comparatively new line extending from Washington junction, on the Bar Harbor branch of the Maine Central, to Calais, with a branch from Eastport junction, in the town of Charlotte, to the city of Eastport. On the main line the road-bed and track are in good condition, considerably improved over last year, and very greatly improved over the condition in which it was left by the contractors. It is now in good line and surface, and well ditched. Some 30,000 yards of ballast have been used during the year. The rails on the Princeton branch of this line, which was formerly the St. Croix and Penobscot Railroad, have been improved by the use of about six miles of fifty-two pound good relaying steel. On the system about 32,000 ties have been laid.

BRIDGES.

The bridges are mostly of wood. The one at Great Marsh stream, a pile trestle, has been replaced by a fifty-two foot deck plate girder, set on good masonry. At McDonald's brook, and at Harrington's brook, wooden bridges have been replaced by filling. Some culverts have been rebuilt and all are maintained in good condition. The bridges at Baring and Sprague Falls are wooden structures built several years ago. They have been carefully looked after by the management and kept in safe con-

dition. New structures are contemplated at these points and they will no doubt be built in the near future.

EQUIPMENT.

The rolling stock of this road is comparatively new, and kept in excellent condition, greatly improved since the road came under its present management. The equipment is first-class in all respects, and well maintained.

The station buildings, while in the main were not expensive structures, are yet neat, convenient, and kept in good repair. Considerable additions have been made in several of them during the year, in matters of detail, looking to the convenience and comfort of the patrons of the road. The station at Calais is to be especially commended for its convenience and general design for the use of the patrons of the road and its officers.

YORK HARBOR AND BEACH RAILROAD.

This line extends from Kittery junction to York Harbor. While it is an independent organization, it is operated by Boston and Maine Railroad. Its road-bed and track are in fair condition, and good in its line and surface.

The bridges are mostly pile structures kept in good repair. The rolling stock is furnished by the Boston and Maine Railroad, and is in all respects up to the standard of that system.

The station buildings are first-class in all respects and maintained in good repair.

NARROW GAUGE RAILROADS.

BRIDGTON AND SACO RIVER RAILROAD.

This is a two foot gauge line, or what is better known in this State, a narrow gauge, extending from Bridgton junction, on the line of the Maine Central, Mountain Division, to Harrison, by the way of Bridgton. The road-bed and track, throughout, are in good line and surface, well ditched, well ballasted and well tied. River cuts have been widened and low embankments between Bridgton and Harrison raised.

BRIDGES.

The bridges are, generally, in first-class condition. On what is known as the old line, from the junction to Bridgton, they are practically, all of iron or steel or arch masonry.

All the wooden bridges have been replaced by stringers, or iron beams set on good masonry. Those on the extension from Bridgton to Harrison are first-class structures of their type and well maintained in all respects.

The rolling stock and equipment are first-class in all respects, and well maintained. The station buildings are neat, convenient and well maintained. The station at Bridgton has been considerably improved during the year and station at Perley's Mills repaired.

FRANKLIN AND MEGANTIC RAILWAY, AND THE KINGFIELD AND DEAD RIVER RAILROAD.

This line extends from Strong on the line of the Sandy River Railroad to Kingfield, thence to Carrabassett, with an extension opened during the year, six miles to Bigelow. The old line from Strong to Kingfield has been greatly improved in all respects. Eight thousand new ties have been put in, and 10,000 yards of

ballast put under, and the track brought up to good line and surface, with good ditches. From Kingfield to Carrabassett it has been improved to quite an extent, and other improvements are either in process or in contemplation. From Carrabassett to Bigelow station the line is new and a good deal of work has been done on it during the year, so that it is now in good line and surface and fairly well ditched.

BRIDGES.

The bridges on the line have been rebuilt, or repaired, so that they are now in good condition. Throughout the remainder of this line the bridges are mostly of wood, in some instances stringers set on wooden cribs. They are carefully looked after and kept in good state of repair. The steel bridge at Kingfield is set on pile abutments and is in good condition. The other steel bridge on the line is set on good substantial masonry, and is likewise in good condition.

EQUIPMENT.

The rolling stock and equipment are owned by the Franklin and Megantic Railway, and are kept in good repair. Twenty flat cars have been added to the equipment. Whatever rolling stock required, beyond that owned by the Franklin and Megantic Railway, is furnished by the Sandy River line.

KENNEBEC CENTRAL RAILROAD.

This line runs from Randolph to the Soldiers' Home at Togus. The road-bed and track are in good line and surface, and well ditched; 5,260 ties have been laid and a thousand yards of ballast used. This is especially commendable in view of the fact that there is no good ballast pit on any part of the line.

The bridges are all in excellent order, considerable repairs having been made during the year.

The rolling stock is first-class in all respects and well maintained. The station buildings are excellent in design and in maintenance. The management is to be commended for the care that it is apparent, in keeping this line, in all its details, up to first-class condition.

THE MONSON RAILROAD.

This line extends from Monson junction, on the line of the Bangor and Aroostook Railroad, to the Monson slate quarries, in the town of Monson. The road-bed and track are in good condition. A little more than 3,000 ties have been laid during the year.

Considerable improvement has been made during the year in renewing cattle passes, and in other repairs on the bridges throughout the line. The rolling stock is good, and well maintained, and the same may be said of the station buildings.

PHILLIPS AND RANGELEY RAILROAD.

This line connects with the Sandy River Railroad at Phillips, and runs northwesterly to Rangeley. The road-bed and track are in excellent condition, fairly well ditched.

BRIDGES.

The bridges are all wooden structures, made up of trestles, and the larger number being wood truss affairs. They have been greatly improved over their condition last year, by replacing timber that was somewhat decayed, with new timber, and in some cases, shortening up bearings in the spans by the use of trestle bents. In some cases the line has been straightened and new bridges built.

EQUIPMENT.

The rolling stock is in good condition, and the station buildings are in good repair and well kept.

SANDY RIVER RAILROAD.

This line extends from Farmington to Phillips, and is the line over which a very large part of the traffic over connecting narrow gauge lines heretofore spoken of, is taken to be transhipped to trains on the Maine Central, at Farmington. The road-bed and track are in excellent condition in all respects. For some years a good deal of attention has been paid to ballasting, lining and surfacing, and in many instances taking up low places, as well as changing the line as originally located; 10,000 yards of ballast has been used for the purpose, and 5,000 new ties put in. The



NEW PASSENGER STATION AT PHILLIPS, SANDY RIVER RAILROAD.

station yards have been improved to correspond with new station buildings.

BRIDGES.

The bridges are practically new. Nearly all of the trestles of years ago have been filled, and either culverts, or, as at Strong, first-class steel spans set on good masonry. They are all in excellent condition.

EQUIPMENT.

The motive power on this road is first-class and kept in excellent repair. The same may be said of its other equipment. One new locomotive has been added.

In some former reports we have said that their station buildings were neat and commodious, the inference being that we were obliged to stop at that commendation. We are glad to say, now, that the new freight office at Farmington; the new stations built at Strong, and at Phillips, are tastily designed, attractive, both inside and out, and in all respects, first-class structures. A new water tank has also been built at Strong. The company is to be congratulated on their success in the general improvement of its lines.

WISCASSET AND QUEBEC RAILROAD.

This line, running from Wiscasset to Albion, a distance of a little over forty-three miles, is now in the hands of a receiver. The road-bed and track are in good condition.

The bridges are well cared for and in good condition of safety.

The motive power and the rolling stock are in good condition and well maintained.

The station buildings are well constructed and kept generally in good condition. In view of the comparatively light traffic over the road, it is kept in remarkably good condition.

STREET RAILROADS.

THE AUGUSTA, HALLOWELL AND GARDINER RAILROAD.

The road-bed and track of this line are in good condition and a considerable improvement has been made during the past year, notably in rebuilding the track in the immediate vicinity of the power house at Hallowell, and improvements that have been made on Rhines' hill in Augusta.

The trestles that were in the line two or three years ago have been filled, and other bridges improved or strengthened where there was any call for such work. The bridge near the Maine Central station in Gardiner, is to be replaced with a substantial steel structure.

The rolling stock of the road is in excellent condition. The company having put vestibules on their cars, being among the very first to make this improvement upon cars which were before open.

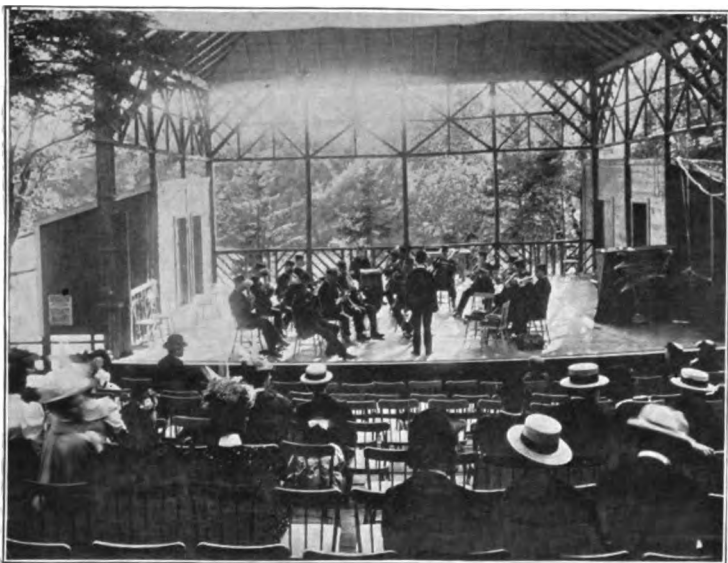
BANGOR AND HAMPDEN AND WINTERPORT RAILWAY.

The road-bed and track of this line are in excellent condition. Considerable ballasting has been done during the year, and the track throughout put in excellent line and surface. Considerable improvement has been made in raising the track in low places.

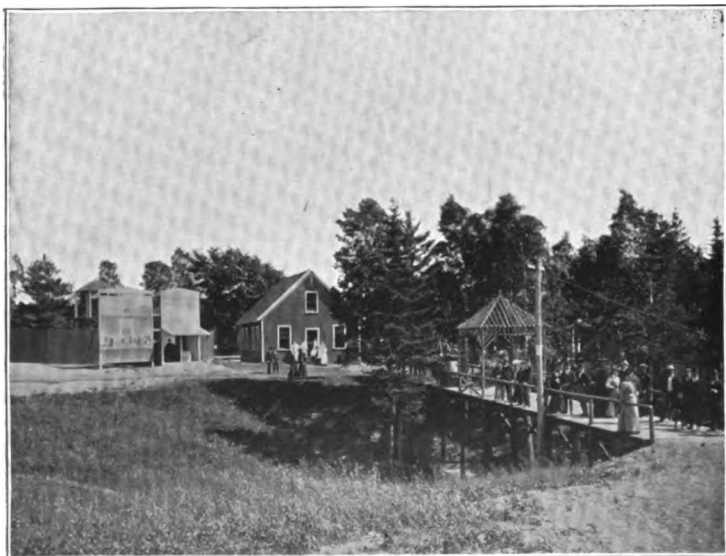
The bridge built by the company is in excellent condition. Four culverts have been rebuilt during the year. The rolling stock is first-class. One set of "Brill" maximum trucks, eight wheels, has been added during the year.

BANGOR, OLD TOWN AND ORONO RAILWAY.

This line extends from West Market Square, in the city of Bangor, through that city, the towns of Veazie and Orono, and



RUSTIC THEATRE, BANGOR, HAMPDEN AND WINTERPORT RY.



RIVERSIDE PARK, BANGOR, HAMPDEN AND WINTERPORT RY.

the city of Old Town and Great Works. The line from Main street in Old Town, to Great Works, is not operated. The road-bed and track are generally in good condition. Considerable ballasting has been done, ties have been renewed where it was necessary to do so, and the track put in good line and surface.

The bridges are those of the several municipalities through which the road runs, excepting some of the smaller culverts, built by the road, many of which have been repaired, or renewed by pipe or stone masonry. The trestle at what is known as Red Bridge, has been filled, with the exception of a substantial wooden span, for an opening sufficient to carry the water in the stream. Substantial repairs have been made by the company at Orono bridge.

The rolling stock of the road is good and well maintained. Convenient waiting rooms are provided by the company.

BANGOR STREET RAILWAY.

This line runs through the several streets in the cities of Bangor and Brewer. The road-bed and track are generally in very good condition, but might be improved in several instances, if the grade of the same were raised.

The bridges, except the Brewer trestle, are those of the cities through which it runs, and are in excellent condition. The trestle named is maintained in good repair. The rolling stock is generally in good condition.

BENTON AND FAIRFIELD RAILWAY.

This line extends from the pulp mills of Benton Falls to the village of Fairfield, with a branch from the main line, near the woolen mills, by the pulp mill in Fairfield, to a connection with the Maine Central Railroad in Fairfield. This branch commenced its operation during the past year. Its construction involved the building of a bridge over the river, which is a very substantial structure. A first-class steel bridge has been built during the year at Benton Falls, so that the line is now complete so as to take cars from the pulp mill yard to the Maine Central lines at Benton station, as well as to the Skowhegan branch of the Maine Central in Fairfield.

The bridges of the town through which it runs were strengthened when the road was built, and they are all in first-class condition.

The rolling stock is good and well maintained. It is well adapted to the passenger and large freight traffic of the line.

BIDDEFORD AND SACO RAILROAD.

This line as originally built extended from King's Corner, in the city of Biddeford, through Biddeford and Saco and Old Orchard, to a point near the Boston and Maine station, in the last named town. The road-bed and track are in excellent condition. That in the cities named was rebuilt within a few years, and during the past year it has been entirely rebuilt from Main street in Saco, through to Old Orchard. A 60 pound, 60 foot length rail was used. The ties were renewed wherever it was necessary and fastened with good joints. A loop has been built during the past year in which the best material of all kinds has been used, extending from King's Corner to Five Points, thence running down Alfred street to a connection with the main line from Biddeford to Old Orchard, at the corner of Alfred and Main streets in Biddeford. It has been in operation but a few months, but is a great convenience to the people of Biddeford.

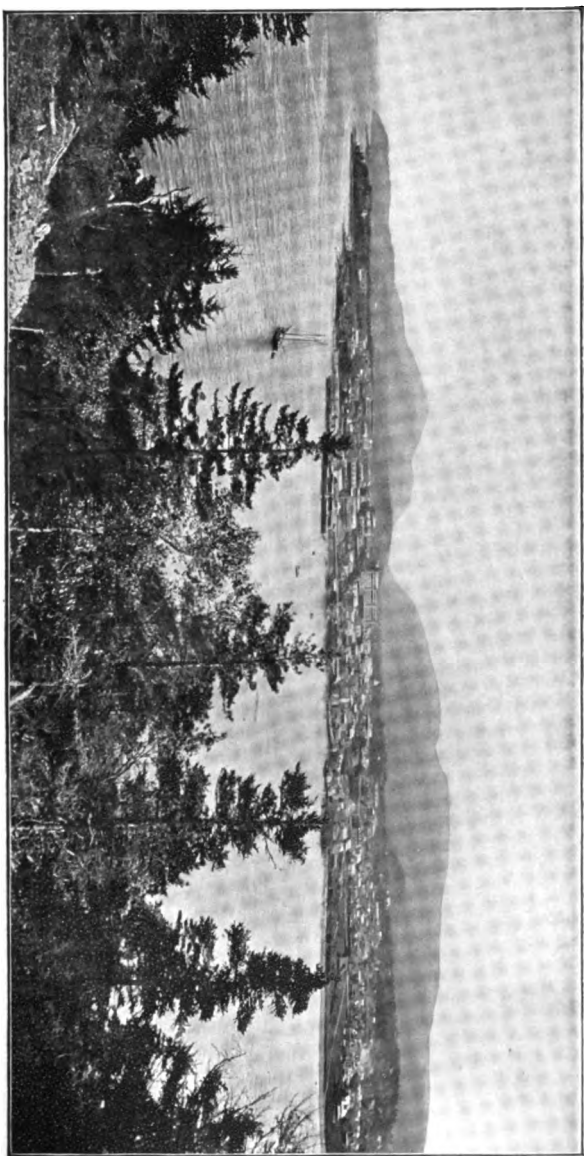
The bridges on the line are those of the several municipalities in which the line runs, and are kept in good condition. We are glad to note that the old wooden bridge connecting the cities of Biddeford and Saco is now being replaced with a first-class steel bridge, and good masonry is being built.

The rolling stock of this road is in excellent condition. Several additions of cars from the best builders in the country having been added. A storage battery has been added to the power plant in Saco. The line in all respects is now first-class.

CALAIS STREET RAILWAY.

This line runs through the streets of the city of Calais, crossing the river in two places into the city of St. Stephens. The road-bed and track are in fairly good condition.

The bridges are those of the city of Calais and are in good repair. The rolling stock is good and well kept.



VIEW AT BAR HARBOR. MAINE CENTRAL RAILROAD.

FRYEBURG HORSE RAILROAD.

This line runs a distance of three miles from the Maine Central Railroad Station at Fryeburg, to the Chautauqua Assembly grounds, formerly known as Martha's Grove. The road-bed and track are in fairly good condition. There are no bridges on the line. The rolling stock is well maintained.

LEWISTON, BRUNSWICK AND BATH STREET RAILWAY.

This line runs through the streets of Lewiston, with connecting lines running to Sabattus, and to Lake Auburn. From the city of Lewiston it runs by the way of Lisbon, Lisbon Falls, Topsham and Brunswick, to Bath. Its road-bed and track, throughout, are in excellent condition. It is carefully looked after and kept in good line and surface. Improvements have been constantly going on during the past summer.

BRIDGES.

The bridges on the line are, in most instances, those of the several municipalities, and are in good condition. Those built by the company, especially wooden structures, have been very much improved during the year by improvements in the bearings under the sills of trestles, and the addition of a large number of ties in the floor, and the putting on of guard rails, so that they are now in excellent condition.

EQUIPMENT.

The rolling stock is comparatively new, well built, and well maintained, in all respects. Very many of the cars are what are termed eight wheel cars, of large capacity, and do excellent service in moving the large traffic of this road, which is greater than it otherwise would be because of the very attractive pleasure ground of this company, known as Merrymeeting Park. Some additions have been made to the power plant by installation of steam driven generators at their car barn in Lewiston.

NORWAY AND PARIS STREET RAILWAY.

This line connects the two thriving villages of South Paris and Norway. The road-bed and track are in good condition. The only bridge on the line is owned by the town, and is in good repair. The rolling stock is good and well maintained.

PENOBSCOT CENTRAL RAILWAY.

This line extends from the city of Bangor to the town of Corinth, with a probable extension to Charleston, according to the original design of the promoter. It is now in process of reconstruction in its motive power, the company having concluded to use the trolley system. The power house is located at Kenduskeag and in all probability the line will soon be in active operation.

PORTLAND RAILROAD.

The road-bed and track of this line are in the best of condition in all respects. It was originally well constructed, and neither pains nor expense seem to have been spared in keeping it up to its high standard of excellence.

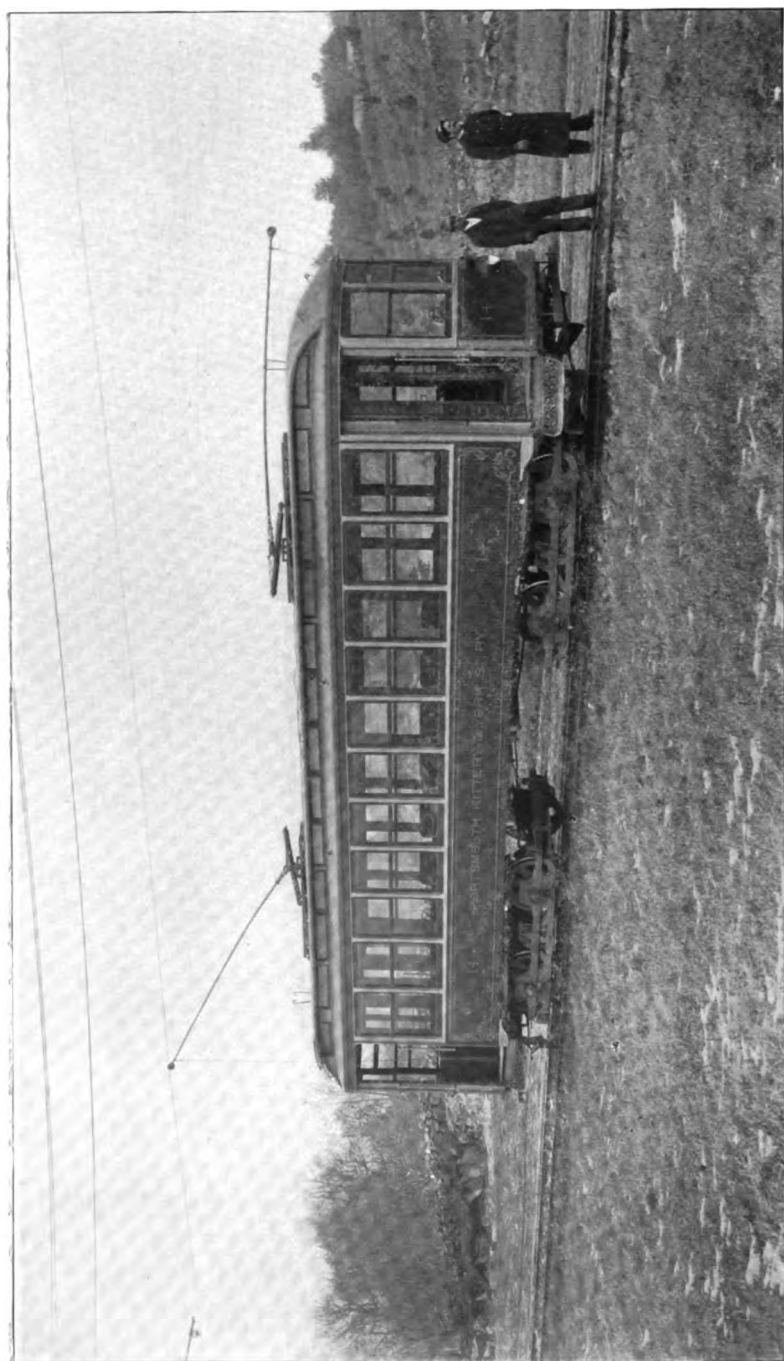
BRIDGES.

The bridges on the line are those of the several municipalities through which the line runs, and are in first-class condition in all respects. In some instances the railroad has expended large sums of money as their part of the cost of the reconstruction of bridges.

EQUIPMENT.

The rolling stock of the road is, in all cases, as good as could be purchased, and is maintained in first-class order in all particulars.

Their power house in Portland is a model one. During the year an upright compound engine has been installed, of nominally 1,500 horse power, with possibilities of a large increase. From this station, power is supplied, not only to the Portland system, proper, but to the Portland and Cape Elizabeth road, which is now a part of this system. On the Portland and Cape Elizabeth section of this system considerable improvement has been made during the year, in road-bed and track, so that it is in excellent condition in all of its parts. The same care and skill and good management is manifest in the Portland and Cape Elizabeth line, as is apparent in the management of the Portland Railroad proper. On all the systems the traffic is very large. Their beautiful park at Riverton, with its high class of entertainment, and all of its pleasant surroundings, the theatre and the casino at Cape Elizabeth, and the very enjoyable rides over their



PASSENGER CAR. PORTSMOUTH, KITTERY AND YORK STREET RAILWAY.

belt line, and over the Cape road, are appreciated by the public, and is regarded by all as privileges unexcelled by any road in the country.

PORTSMOUTH, KITTERY AND YORK STREET RAILWAY.

This line really extends from Portsmouth, by ferry, to Kittery, thence by rail, through Kittery and York to York Beach. Its road-bed and track are in good condition considering the fact that very little or no good ballast is to be obtained on the line.

BRIDGES.

The bridges on this road are carefully looked after and are in fairly good condition. Considerable repairs are contemplated.

The rolling stock is first-class in all respects and well maintained. An addition has been made during the year to the power plant by the erection of a storage battery of large capacity near York Beach.

PORTLAND AND YARMOUTH ELECTRIC RAILWAY.

This line extends from Portland, through Falmouth and Cumberland to Yarmouth. The road-bed and track are in good condition, considerable work having been done during the year in ballasting, lining and surfacing. It is kept in good line and surface, and well ditched.

BRIDGES.

Excepting the trestle built by the company, which is well constructed and well maintained, the bridges are those of the several towns through which the line runs, and are kept in good condition.

EQUIPMENT.

The rolling stock is first-class and well kept in all respects. Considerable additions have been made during the year in the purchase of cars from some of the best makers in the country.

The buildings are good and well maintained. A very well designed stage has been added to the amusement park known as "Underwood," and entertainments of a high order have been given during the summer which were highly appreciated by the large patronage of this line. Other improvements have been made in and about this park which add very much to the convenience of the public.

ROCKLAND, THOMASTON AND CAMDEN STREET RAILWAY.

This line extends from Thomaston, through the city of Rockland, and over several of its streets, through the town of Rockport and to the town of Camden. The road-bed and track of this line are in excellent condition, considerably improved during the year.

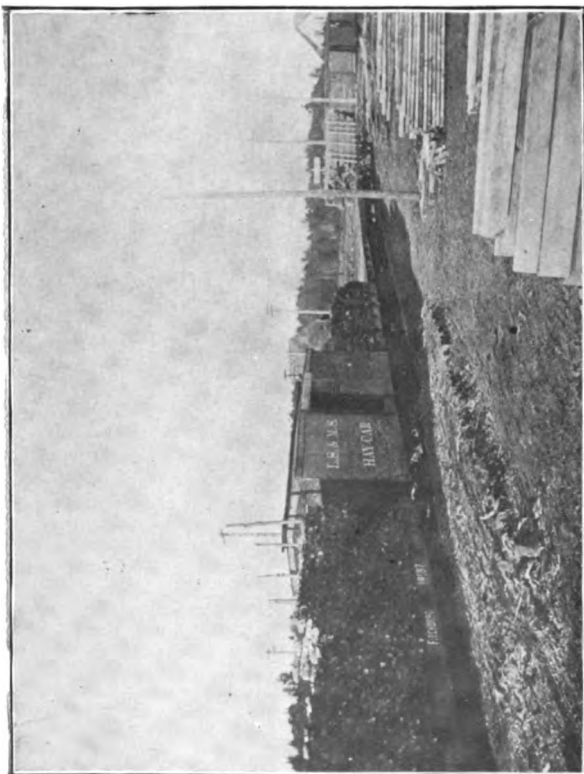
The bridges are those of the several municipalities, and are kept in excellent condition.

The rolling stock is first-class and is kept in excellent repair. Considerable attention has been paid to improved trucks, and general repair. The power house is a model one, and during the year a trestle and wharf has been built so that coal can be delivered from the vessel into cars of the company and thence carried to the coal bins at the power house.

SANFORD AND CAPE PORPOISE RAILWAY.

The Mousam River Railroad, in former reports spoken of as an independent organization, is practically a part of the Sanford and Cape Porpoise Railway, so that the line extends from Springvale, passing the Springvale station on the Worcester, Nashua and Portland Division of the Boston and Maine Railroad, through the village of Sanford and through West Kennebunk, where it crosses the Eastern Division of the Boston and Maine, through the village of Kennebunk, there crossing the Western Division of the Boston and Maine to Cape Porpoise. The road-bed and track, throughout are in excellent condition. The alignment and gradients on the line from Sanford to Cape Porpoise are especially good, so that they are enabled to make good time, and haul considerable quantities of freight in standard steam railroad cars. At Cape Porpoise a trestle and wharf has been built so that coal can be discharged from vessels into cars of this company, and thence transported to Sanford.

The bridges on this line are substantial structures, well built and well maintained. The rolling stock is first-class in all respects, especially well designed for the traffic of this road and well maintained in all respects. A notable addition has been made to the motive power of this road in a powerful electric locomotive, capable of handling the heavy freights.



FREIGHT MOTOR. SHIFTING FREIGHT AT JORDON'S LUMBER
YARD, ALFRED. SANFORD AND CAPE PORPOISE RAILWAY.

SKOWHEGAN AND NORRIDGEWOCK RAILROAD.

This line extends from Skowhegan to Norridgewock. The road-bed and track are in fair condition. The bridges are in good condition, having been considerably improved during the last two years. The rolling stock is in good condition, and well maintained.

SOMERSET TRACTION COMPANY.

This line extends from Skowhegan to Madison. The road-bed and track are in good condition. It is in good line and surface and well maintained in all particulars.

The bridges were built by the company in a very substantial manner and are well maintained. The rolling stock is first-class and kept in excellent condition.

WATERVILLE AND FAIRFIELD RAILROAD.

This line extends from Waterville to Fairfield. The road-bed and track are in good condition and well maintained. The bridges and culverts are well cared for. The trestle bridge at Holland brook has been somewhat improved during the last year. The equipment has been repaired during the year and is in very good condition. A snow plow of excellent design has been added.

WESTBROOK, WINDHAM AND NAPLES RAILWAY.

The road extends from Westbrook to South Windham. The road-bed and track are in good condition. The culverts on the line have been improved, somewhat, during the year, and the only bridge on the line, which crosses Little river, has been practically rebuilt. Considerable new timber has been used, and the stringers have been strengthened by a substantial car truss, as well as in other respects. The rolling stock of this road is new, of good design, and kept in excellent condition in all particulars. Extensions of this line toward Naples are contemplated.

CONCLUSION.

In closing this report we should be unmindful of our duty to a worthy associate, if we did not place on record some expression of our appreciation of the faithful services and pleasant relations which it was our pleasure to enjoy, through long official

association with Hon. Frederic Danforth, whose term of office expired on the sixteenth of November. He was appointed in November, 1894, and had served two terms.

Mr. Danforth was born in Gardiner in 1848. He was graduated at Dartmouth in 1870, having taken a full course in the scientific department of civil engineering. From that time to the date of his appointment he was almost constantly employed in railroad engineering, giving much attention to bridge construction. When appointed, he brought to the Board of Railroad Commissioners, rare attainments and long experience, which especially fitted him to fill the position of Civil Engineer upon the Board.

During his two terms of office, which began in 1894, to the date of his retirement, we always found him a pleasant associate, careful and conscientious in all his work, faithful, honest, and upright, considering all questions without prejudice or favor, aiming always to do justice upon all matters which came before the Board. We part from him as one parts from a friend, a counsellor, and a most faithful co-worker. Our best and kindest wishes go with him.

Respectfully submitted,

JOSEPH B. PEAKS,

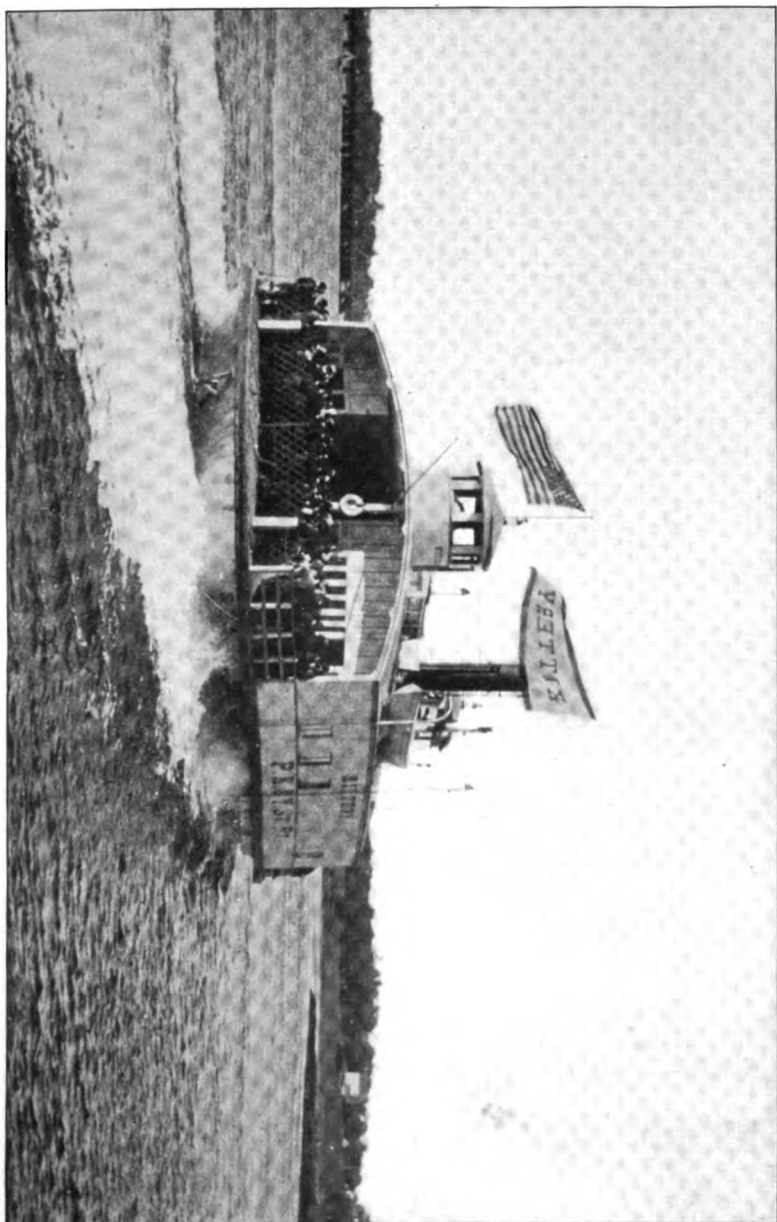
BENJ. F. CHADBOURNE,

Railroad Commissioners of Maine.

November 30, 1900.

PART II.

PETITIONS, ORDERS OF NOTICE, DECISIONS, CERTIFICATES AND SPECIAL REPORTS ON ACCIDENTS, OF THE BOARD OF RAILROAD COMMISSIONERS FOR YEAR ENDING NOVEMBER 30, 1900.



FERRY-BOAT,—FLIES BETWEEN PORTSMOUTH AND KITTERY.
PORTSMOUTH, KITTERY AND YORK STREET RAILWAY.

CONTENTS TO PART II.

	PAGE
Augusta and Togus Railway:	
Articles of Association withdrawn.....	152-155
Articles of Association approved.....	155-167
Atlantic Shore Line Railway:	
Articles of Association approved.....	103-108
Location of, approved in part.....	133-135
Location, variation, additions approved, Kennebunkport....	180-182
Certificate to operate.....	183
Location in Biddeford, approved.....	184-187
Bangor and Aroostook Railroad:	
Location, changes of, in Blanchard.....	136-137
Location, branch track, Island Falls.....	177-179
Highway Crossing, Fort Fairfield Jc., dismissed.....	188-190
Highway Crossing, New Sweden, action on.....	191-192
Highway Crossing, Fort Fairfield Jc., approved.....	205-206
Benton and Fairfield Railway:	
Certificate to operate extension.....	152
Certificate to operate extension.....	204
Biddeford and Saco Railroad:	
Certificate to operate extension.....	191
Biddeford, Kennebunk and Wells Electric Railway:	
Articles of Association dismissed.....	108-117
Boston and Maine Railroad:	
Accident, special report, Kittery.....	209
Cape Elizabeth Street Railway:	
Extension of, dismissed.....	73-81
Franklin, Somerset and Kennebec Railroad:	
Crossing Highways along line.....	198-201
Crossing M. C. R. R., Oakland.....	201-202
Crossing Somerset Railway, Oakland.....	203-204
Gardiner Street Railway:	
Articles of Association dismissed.....	100-102
Articles of Association dismissed.....	193-195
Georges Valley Railroad:	
Land taken for railroad use.....	138-139

Grand Trunk Railway:	
Automatic signals, Yarmouth.....	188
Kingfield and Dead River Railway:	
Extension of, approved.....	144-148
Location, Branch Track and Highway Crossing.....	148-151
Certificate to operate.....	180
Lewiston, Brunswick and Bath Street Railway:	
Increase of capital stock.....	82-84
Extension to Freeport dismissed.....	120-133
Lime Rock Railroad:	
Crossing, R. T. and C. Street Railway.....	207-208
Maine Central Railroad:	
Highway crossing of M. C. R. R., Waterville, approved....	168-170
Location, change of, at Etna.....	174-176
Location, change of, at Wales.....	171-174
Highway crossing, Skowhegan.....	195-197
Milbridge and Cherryfield Electric Railway:	
Articles of Association approved.....	140-143
Portsmouth, Kittery and York Street Railway:	
Increase of capital stock.....	117-120
Certificate to operate extension.....	183
Rockland, Thomaston and Camden Street Railway:	
Crossing Lime Rock Railroad.....	207-208
York County Central Electric Railway:	
Articles of Association approved.....	95-100
York County Electric Railway:	
Articles of Association, not approved.....	84-95
Special report on accident, York Harbor and Beach R. R..	209-210
Comparative Statements:	
Operation in detail, steam and street railroads, statistical information	211-262

PETITIONS AND DECISIONS OF THE BOARD.

Petition, order of Notice and Decision of the Board relating to the Extension of the Cape Elizabeth Street Railway Company. Decision December 7, 1899.

To the Honorable Board of Railroad Commissioners for the State of Maine:

The Cape Elizabeth Street Railway Company, a street railroad corporation organized under the general law of the State of Maine, by its board of directors, who are authorized hereto by a unanimous vote of the stockholders of said company, respectfully represents that for the purpose of constructing the extension of its street railroad, as hereinafter set forth, has increased its capital stock from fifty thousand to one hundred and fifty thousand dollars; that all said increased capital stock of one hundred thousand dollars has been subscribed for in good faith by responsible parties, and that five per cent has been paid thereon in cash to the directors of said company, whose names are appended to this petition, and who are all residents of Portland in the county of Cumberland and State of Maine; that the amount of increased capital stock of said company, as above set forth, is more than four thousand dollars for every mile of the extension of road proposed to be constructed, as hereinafter set forth.

That said company has heretofore, pursuant to the approval of this Honorable Board, located and constructed a street railroad in that portion of the former town of Cape Elizabeth, which is now known as the city of South Portland, and that it desires to extend its railroad from Rigby road, so-called, in the city of South Portland, through and into the territory hereinafter described. The location, courses, distances and boundaries of

said proposed extension of its said street railroad are as follows:

The proposed location is divided, for convenience of description, into six sub-divisions, and reference is made to the accompanying map of the proposed route of such extension on an appropriate scale.

Said Elizabeth Street Railroad Company hereby petitions your Honorable Board for approval of the location, courses, distances and boundaries of the extension of its street railroad in the city of South Portland, town of Scarboro, town of Old Orchard, in the county of Cumberland, and the city of Saco in the county of York, as hereinbefore set forth.

Your said petitioner accompanies its petition with a map of the proposed route of extension on an appropriate scale, with the written approval of the proposed route and location of said extension as to streets, roads or ways, of the municipal officers of the respective towns and cities in which said extension is constructed, together with a report and estimate prepared by a skillful engineer—to wit, Frederic J. Ilsley—from actual survey.

Your petitioner further says that it intends in good faith to construct, maintain and operate the extension of its said street railroad hereinbefore described, and that public convenience requires the construction of said extension as herein prayed for.

Your petitioner therefore prays that your Honorable Board will, after due notice and hearing, authorize the extension of said street railroad as herein described, approve its said proposed location and authorize the construction and operation of the same.

Dated at Portland, Maine, this twenty-first day of August, A. D. 1899.

Cape Elizabeth Street Railway Company, by

Clarence Hale,
Joseph S. Ricker,
Wm. G. Davis,
Ammi Whitney,
Charles F. Libby,

Directors.

Now to the end that all parties interested may be heard touching the above matter, it is

Ordered, That the petitioner cause to be published a true copy of this order of notice three days successively in the Biddeford Record, and Biddeford Journal, newspapers published at Biddeford in the county of York; and in the Portland Press and Eastern Argus, newspapers published at Portland in the county of Cumberland; the first publication in each paper to be at least ten days before the fifth day of October, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Boston and Maine Railroad in Old Orchard, at ten o'clock in the forenoon, for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing order to the municipal officers of the towns of Scarboro and Old Orchard, and the cities of Saco and South Portland, seven days at least before said hearing.

Dated this 7th day of September, A. D. 1899.

JOSEPH B. PEAKS, *Chairman*,
For the Board of Railroad Commissioners.

STATE OF MAINE.

In Board of Railroad Commissioners.

Notice having been given as ordered, the Board met at the time and place stated in said order and gave a hearing to all the parties interested.

Mr. Charles F. Libby appeared for the petitioner.

Mr. H. B. Cleaves and Mr. J. W. Symonds appeared for the Boston and Maine Railroad Company.

The case was then continued to December 7, A. D. 1899.

Certain objections have been raised by the attorneys for the Boston and Maine Railroad, to the authority of the Cape Elizabeth Street Railway Company to proceed under this petition.

First. It is claimed that the Cape Elizabeth Railway Company has not enough original capital stock to authorize it to extend its railway to the extent contemplated in the petition, and that it has no authority under any statute, to increase its capital stock for the purpose of extension beyond the towns named in its original charter.

Second. That the Cape Elizabeth Street Railway Company, under its charter, extended no further than Cash's Corner, and that the road from Cash's Corner to Rigby Park was built by the Portland and Cape Elizabeth Railway Company, and hence that the Cape Elizabeth Street Railway Company has no authority to extend its road by commencing at a point beyond its original terminus at Cash's Corner.

Third. That the law authorizing an extension of a street railway applies only to an extension in the towns or cities where the original articles of association first gave it authority; hence it has no authority to extend from South Portland, through Scarborough to Saco and to Old Orchard.

These are important questions in relation to the construction of the statute, and have been heretofore considered by the Commissioners; but there is another important matter which first claims our attention in this proceeding. The company was organized in 1895, under the general street railway law of 1893, for the purpose of constructing a street railway in South Portland.

The articles of association stated the places, cities and towns from which, in which and to which the road of said company is to be constructed, maintained and operated are, "beginning at the southerly end of the Portland bridge in the town of South Portland, thence running in said town of South Portland through the villages of Knightville, South Portland, formerly called Ferry village, and Willard, to the beach at Simonton cove in said town of South Portland; also beginning at the intersection of Broadway and Sawyer streets in the town of South Portland, and running thence to the intersection of Front and Sawyer streets, in said town of South Portland; also in the town of South Portland, beginning at said southerly end of the Portland bridge, running thence through the villages of Pleasantdale, Ligonias, and to Cash's Corner, all in said town of South Portland." The length of said road was nine miles, and the amount of capital stock was fifty thousand dollars.

Said articles of association were approved by the Railroad Commissioners on the 24th day of May, A. D. 1895.

Previous to this charter under the general law, the legislature of 1895 had granted a charter to the Portland and Cape Eliza-

both Railway Company to build a railroad in the city of Portland over certain defined streets in said city; and also in and through the town of Cape Elizabeth, which then included South Portland, upon "such streets, roads and highways in said town as may from time to time be fixed and determined by the municipal officers of that town, and assented to in writing by said Portland and Cape Elizabeth Railway Company."

On the 15th day of June, A. D. 1895, the Cape Elizabeth Street Railway Company applied to the Board of Railroad Commissioners for a location of their road, authorized under the general law, in the city of South Portland, over the route named in its articles of association.

By section 13 of chapter 268 of the Public Laws of 1893, which is the general law for the organization of street railways, it is provided that "no corporation or person shall be permitted to construct or maintain any railway for similar purposes, over the streets, roads or ways that may be lawfully occupied by a street railway in any city or town."

Several attorneys who then appeared for the citizens of the town of Cape Elizabeth, having raised a question as to the authority of the Cape Elizabeth Street Railway Company to locate its tracks in the streets of South Portland, where the Portland and Cape Elizabeth Railway had obtained its charter from the legislature, the Portland and Cape Elizabeth Railway Company filed with the Board of Railroad Commissioners a copy of the following vote of said company:

"At a meeting of the board of directors of the Portland and Cape Elizabeth Railway Company held at the office of the company in Portland, Me., on the twenty-second day of June, 1895, at two o'clock in the afternoon, the following resolutions were passed, namely:

Resolved, That this corporation does hereby reaffirm the assignment and relinquishment heretofore made by this company to the Cape Elizabeth Street Railway Company of all the right, title and interest which the Portland and Cape Elizabeth Railway Company has by reason of its charter or otherwise, to build a street railway on any or all of such streets or highways in the town of South Portland as the Cape Elizabeth Street Railway Company has located its right upon; and this corporation does hereby consent that the location of the Cape Elizabeth Street

Railway Company be changed from the former location made by the selectmen of South Portland to the location made and approved by said selectmen on June 15, 1895.

This affirmation is made, provided said Railroad Commissioners approve of said location of said Cape Elizabeth Street Railway Company.

Attest: Henry R. MacLeod, clerk of said Portland and Cape Elizabeth Railway Company."

The Board of Railroad Commissioners thereupon authorized the location of the Cape Elizabeth Street Railway, under date of July 2d, A. D. 1895.

After the road had been constructed according to said route and location, several branch tracks were constructed in South Portland, by the Portland and Cape Elizabeth Railway Company, under its charter obtained from the legislature, and the Board of Railroad Commissioners gave a certificate of safety to the Portland and Cape Elizabeth Railway Company on the 26th day of August, A. D. 1895, for a track from Cash's Corner to Rigby Park.

The Cape Elizabeth Street Railway Company has never made any report to the Board of Railroad Commissioners since its organization, as required by statute.

The Portland and Cape Elizabeth Railway Company has made such return every year, which return will be found in the Railroad Commissioners' Reports for the years '96, '97 and '98.

By each of these reports the Portland and Cape Elizabeth Railway Company reports the business of the whole line in South Portland, including all the track of the Cape Elizabeth Street Railway Company; and under the head of track leased, or operated under contract, the returns show that none are so leased or operated, but that the whole line of said railway in South Portland is owned by the Portland and Cape Elizabeth Railway Company.

Moreover, at each annual inspection of the street railway in South Portland by the Railroad Commissioners, the Portland and Cape Elizabeth Railway Company has represented that it was the owner of the whole line of railway in South Portland, and the Commissioners have made their inspection and report accordingly, as will be seen by the several annual reports of the Board.

A return has been recently made to the Board of Railroad Commissioners by the Portland and Cape Elizabeth Railway Company, of its business to February 28, A. D. 1899, signed by its directors, three of whom also signed this petition as directors of the Cape Elizabeth Street Railway Company; in which the whole length of the line of street railway was in South Portland is reported as a part of the Portland and Cape Elizabeth Railway Company, and under the head of leased lines, and lines operated under contract they report "none."

The facts above stated being matters of record, and matters with which the Board have been entirely familiar, the Commissioners have endeavored to ascertain what authority, if any, the Cape Elizabeth Street Railway Company can now have to extend its line of railway from South Portland to Saco and Old Orchard.

By reference to the charter of the Portland and Cape Elizabeth Railway Company we find by section 17 of chapter 148, Private Laws of 1895, that the latter company had the following authority: "Said Portland and Cape Elizabeth Railway Company is hereby authorized to lease or sell its railways, property and franchises to any other connecting company or companies, or to unite and consolidate its track, property, franchises and railways with those of any connecting company or companies, and to issue mortgage bonds in payment therefor."

Here is ample authority of the Portland and Cape Elizabeth Railway Company to sell its railroad or lease the same or consolidate its track, property, franchises and railways with those of the Cape Elizabeth Street Railway Company.

Whether this language is broad enough to allow the Cape Elizabeth Street Railway Company to sell its railways, property and franchises to the Portland and Cape Elizabeth Railway Company may admit of some doubt; but there is certainly authority to consolidate the track, property, franchises and railways of both companies under one name.

There can be no doubt that the directors and stockholders of both companies believed they had this power and authority, and have evidently acted under that authority, because we find that on the first day of November, A. D. 1895, the Cape Elizabeth Street Railway Company by a deed recorded in Cumberland

Registry, Volume 633, page 6, conveyed to the Portland and Cape Elizabeth Street Railway Company and its assigns, "the line of street railway beginning at the southerly end of the Portland bridge, running thence in said town of South Portland through the villages of Knightville, South Portland and Willard to the beach at Simonton cove in said town of South Portland.

Also beginning at the intersection of Broadway and Sawyer streets in the town of South Portland and running thence to the intersection of Front and Sawyer streets in said town of South Portland.

Also the line of street railway beginning at said southerly end of the Portland bridge and running thence through the villages of Pleasantdale and Ligonias to Cash's Corner, all in said town of South Portland, and all in said county of Cumberland, and State of Maine.

Also all the electrical equipment, boilers, engines, dynamos, generators, poles and overhead wire connected therewith; and also all property real and personal, right or rights of way, and licenses, easements, buildings, erections, super-structures, stables, sheds, car shops, depot and station buildings, waiting rooms, machine shops, blacksmith shops, iron and steel rails, frogs, chains, bars, ties, switches, turn-outs, turn-tables, bridges, trestles, conduits, vaults, cables, rolling-stock, motors, cars, horses, mules, engines, boilers, poles, wires, electric appliances, and all other things in any ways belonging or appertaining to the said railroads or railways, easements and property necessary or convenient in or to the ownership, use or operation of the said railroad or railways, or either of them. Whether the said things so belonging or appertaining are now owned or shall be hereafter acquired.

Also all corporate rights, powers, privileges and franchises incident or necessary to the ownership and operation of railroads and railways and property aforesaid. Together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining to the reversion or reversions, remainder or remainders, rents, issues and profits thereof. Also all the estate, right, title, interest, property, possessions, claims and demands whatever, as well in law as in equity, and every part of the said premises and parcel thereof with the appurtenances."

Also that certain parcel of land situated in the town of South Portland with all the buildings thereon, which constitute the power house, and described in said deed by metes and bonds.

Subsequently, on the 18th day of February, A. D. 1899, said Cape Elizabeth Street Railway Company executed another deed which is recorded in volume 672, page 276, Cumberland Registry, by which it again quit claimed and forever remised and released to the Portland and Cape Elizabeth Railway Company, its successors and assigns, all the property named in the foregoing deed, and all other things in anywise belonging or appertaining to such street railways, easements and property in the county of Cumberland.

We do not understand how a railroad company which has by authority of law sold its railway and appurtenances, together with all its rights of location and franchises, or united and consolidated its stocks, property, franchises and railways with another company and under another name can now have authority to extend its road, if such authority ever existed.

We think the returns required by statute to be made to the several departments of the State government, and the records in the said departments, and the records in the registry of deeds in the county of Cumberland ought to have some weight in determining whether the Cape Elizabeth Street Railway Company is moribund or actually without life.

The attorney for the petitioner has suggested that a corporation once organized is not so easily disposed of; but when a corporation has the authority of law to dispose of itself, as has been done in this case, and has made no return to any department of the State government during four years, we think that such a corporation does not exist to the extent of extending a railroad which it had heretofore disposed of.

The conclusion which we have reached makes it unnecessary to examine the questions raised by the counsel for the Boston and Maine Railroad, and the decision must be, petition dismissed.

Dated at Augusta this 7th day of December, A. D. 1899.

JOSEPH B. PEAKS,
FREDERIC DANFORTH,
BENJ. F. CHADBOURNE,

Railroad Commissioners of Maine.

December 19. Appeal filed.

Petition, Order of Notice and Action of the Board relating to Increase of Capital Stock of the Lewiston, Brunswick and Bath Street Railway. December 16, 1899.

To the Honorable Board of Railroad Commissioners of Maine:

Respectfully represent the undersigned, directors of the Lewiston, Brunswick and Bath Street Railway, that the stockholders of the said corporation, by a vote of a majority of the stock present and represented at a legal meeting specially notified and called for the purpose, on the fifth day of December, A. D. 1899, voted, with the approval of the Railroad Commissioners, under the authority and limitations of chapter 186 of the Private and Special Laws of Maine for the year 1899, to increase the capital stock of said company beyond the amount now fixed by law in the sum of one hundred and thirty-eight thousand three hundred dollars for the purpose of paying the floating debt of said corporation as approved by said vote in the sum of \$138,361.75 and theretofore contracted for the purpose of building lawful extensions, of building power stations and other necessary buildings, of permanent improvements theretofore made, and for other necessary and lawful purposes, all said increase or the proceeds thereof to be applied to the sole purpose of paying said floating debt and to no other purpose whatsoever.

That the present amount of the capital stock of such corporation as now authorized by law is five hundred thousand dollars, and that all of said stock has been issued.

Wherefore your petitioners pray that your Honorable Board will, after such notice by publication or otherwise as you may order, and after hearing, determine the amount of such increase and within thirty days after final hearing on this petition file in the office of the Secretary of State a certificate showing the amount of increase authorized and the purposes for which the proceeds of said new stock may be used, the said corporation not to apply such increase or the proceeds thereof to any purpose not specified in said certificate, and all such stock to be issued under the limitations and provisions of said special act hereinbefore referred to.

Dated this fifth day of December, A. D. 1899.

A. H. Shaw,
E. Burton Hart, Jr.,
A. F. Gerald,
H. B. Goodnough,
Theodore L. Peters,
M. I. Masson,
E. J. Lawrence,
S. A. Nye,
C. E. Libby,
J. M. Robbins.

On the foregoing petition:

Ordered, That the petitioners cause to be published a true copy of said petition, and this order of notice thereon, four days successively in the Daily Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, the first publication in said paper to be at least four days before Saturday, the 16th day of December, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at their office at the State House in said Augusta, at ten o'clock in the forenoon for the purposes indicated in said petition.

J. B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this eighth day of December, A. D. 1899.

To the Secretary of State:

Upon the petition of the directors of the Lewiston, Brunswick and Bath Street Railway therefor, dated December 5, 1899, after notice and hearing, we hereby certify as required by chapter one hundred and eighty-six of the Private and Special Laws of Maine for the year 1899, that the Lewiston, Brunswick and Bath Street Railway is hereby authorized to increase its capital stock in the sum of one hundred thirty-eight thousand three hundred dollars, the said stock or the proceeds thereof to be exclusively used at par for the extinguishment of the floating debt of said corporation as alleged in said petition on file in this office and as voted by the stockholders thereof on December 5, 1899, and to no other purpose whatsoever. You will please file this certificate in your office as required by law.

Given under our hands this sixteenth day of December, A. D. 1899.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board upon the Application of the York County Electric Railroad Company for approval of Articles of Association. Decision January 6, 1900.

STATE OF MAINE.

YORK, ss.

To the Honorable Railroad Commissioners of the State of Maine:

We, the undersigned, persons named as directors in certain articles of association made and signed for the purpose of becoming a corporation to be known as the York County Electric Railroad Company, for the purpose of constructing, maintaining and operating a street railway of standard gauge, to be used for street traffic and for the conveyance of persons and property, from Saco in the county of York and State of Maine, beginning at a point at the junction of Main and Gooch streets, in York Square, so-called, in said Saco, over and along said Gooch street to the dividing line between the city of Saco and the city of Biddeford in said county; thence over and along said Gooch street in said Biddeford, to Elm street; thence in and over Elm street to Main street; thence over and along said Main street, in said city of Biddeford, to the Goodwin's Mills road, so-called; over the said Goodwin's Mills road to the Dayton line, being the dividing line between the city of Biddeford and the town of Dayton in said county; over and along said Goodwin's Mills road, in the said town of Dayton, to the dividing line between the towns of Dayton and Lyman in said county; over and along said Goodwin's Mills road in the town of Lyman, into and through the village of Goodwin's Mills, so-called, in the town of Lyman, to the Limerick road, so-called, being the road leading from Goodwin's Mills to East Waterborough and Limerick; over and along said road in the town of Lyman to the dividing line between the towns of Lyman and Dayton in said York county;

over and along said Limerick road, in and through the said town of Dayton to the dividing line between the said town of Dayton and the town of Hollis in said York county; over and along said Limerick road in and through the said town of Hollis to the dividing line between the said town of Hollis and the town of Lyman in said York county; thence over and along said Limerick road in and through said Lyman to the dividing line between said Lyman and Waterboro in said county, thence over and along said Limerick road, in and through said town of Waterboro to the line dividing the said town of Waterboro and the town of Limerick in said York county; over and along said Limerick road, in and through said town of Limerick, to and into Limerick village, so-called, to a point in said village at or near the Limerick Seminary, so-called, and at the junction of Main street with the road leading to Hollandville, so-called, in the town of Limerick and county of York; over and along said road leading to Hollandville, so-called, in the town of Limerick to a point near the Holland Mills, so-called, in said Limerick, all in the county of York and State of Maine.

Respectfully ask that the annexed articles of association be approved, and your petitioners allege that public convenience requires the construction of said road; and further,

Respectfully ask that your Honorable Board find that all the provisions of sections one (1) and two (2) of chapter 268, of the Public Laws of the State of Maine, of 1893, and all amendments thereto and additions thereto have been complied with, and that public convenience requires the construction of said road, as is set forth and described in the articles of association hereto attached, and further described and outlined in the maps of the cities of Saco and Biddeford and the county of York, which accompany this petition, the same being on an appropriate scale.

Dated at Biddeford, county of York, State of Maine, this twentieth day of October, A. D. 1899.

Theodore P. Dresser,
Eleazer B. Loring,
James O. Bradbury,
Charles S. Hamilton,
Edgar A. Hubbard,
Wm. A. Roberts,

Directors named in the Articles of Association.

Know all men by these presents, that we the undersigned, being not less than five persons, a majority of whom are residents of the State of Maine, under and in pursuance of an act of the legislature of the State of Maine, entitled "An Act to regulate the organization and control of street railroads," approved March 28, 1893, (it being chapter 268 of the Public Laws of 1893) and the acts amendatory thereof and supplementary thereto, have associated ourselves together for the purpose of constructing, maintaining and operating, by electricity or compressed air, a street railroad for the public use and for street traffic, for the convenience of persons and property, and for that purpose have made, signed and executed these articles of association.

Theodore P. Dresser,
Eleazer B. Loring,
James O. Bradbury,
Charles S. Hamilton,
Edgar A. Hubbard,
Wm. A. Roberts.

Article I. The corporate name of said company shall be the York County Electric Railroad Company.

Article II. The gauge of the road of said company shall be four feet, eight and one-half inches.

Article III. The places, cities and towns, from which, in which and to which the road of said company is to be constructed, maintained and operated, are from a point in the city of Saco, at the junction of Main and Gooch streets, York Square, so-called, in said Saco; from said Gooch street to the dividing line between the city of Saco and the city of Biddeford in said county; thence over and along said Gooch street in said Biddeford, to Elm street; thence in and over Elm street, to Main street; thence over and along said Main street in said city of Biddeford to the Goodwin's Mills road, so-called; over the said Goodwin's Mills road to the Dayton line, being the dividing line between the city of Biddeford and the town of Dayton in said county; over and along said Goodwin's Mills road in the said town of Dayton, to the dividing line between the towns of Dayton and Lyman in said county; over and along said Goodwin's Mills road in the town of Lyman, into and through the village of Goodwin's Mills,

so-called, in the town of Lyman to the Limerick road, so-called, being the road leading from Goodwin's Mills to East Waterboro and Limerick; over and along said road in the town of Lyman to the dividing line between the towns of Lyman and Dayton in said York county; over and along said Limerick road, in and through the said town of Dayton and the town of Hollis in said York county; over and along said Limerick road in and through the said town of Hollis to the dividing line between the said town of Hollis and the town of Lyman in said county of York; thence over and along said Limerick road in said Lyman to the dividing line between said Lyman and Waterboro in said county; thence over and along said Limerick road, in and through said town of Waterboro to the line dividing the said town of Waterboro and the town of Limerick in said York county; over and along said Limerick road, in and through the said town of Limerick, to and into Limerick village, so-called, to a point in said village at or near the Limerick Seminary, so-called, and at the junction of Main street with the road leading to Hollandville, so-called, in the town of Limerick and county of York; over and along said road leading to Hollandville, so-called, in the town of Limerick to a point near the Holland Mills, so-called, in said Limerick, all in the county of York and State of Maine.

Article IV. The length of the road as nearly as may be, is to be twenty-five (25) miles.

Article V. The amount of the capital stock of said company shall be two hundred and fifty thousand (250,000) dollars.

Article VI. The number of shares of which said capital stock shall consist, shall be twenty-five hundred (2,500) shares, of the par value of one hundred (100) dollars each.

Article VII. The names and places of residence of the persons who shall act as directors of said company and manage its affairs until others are chosen in their places, are as follows:

Theodore P. Dresser, Boston, Mass.; Eleazer B. Loring, Boston, Mass.; James O. Bradbury, Saco, Maine; Charles S. Hamilton, Biddeford, Maine; Edgar A. Hubbard, Biddeford, Maine; Wm. A. Roberts, Biddeford, Maine.

In witness whereof, we have hereunto respectfully subscribed our names and places of residence, and we do hereby severally agree to take in good faith the number of shares of capital stock of said company set opposite our respective names.

Theodore P. Dresser, Boston, Mass., 1,250 shares; Eleazer B. Loring, Boston, Mass.; 1,095 shares; James O. Bradbury, Saco, Maine, 50 shares; Charles S. Hamilton, Biddeford, Maine, 50 shares; Edgar A. Hubbard, Biddeford, Maine, 5 shares; Wm. A. Roberts, Biddeford, Maine, 50 shares.

Dated at Biddeford, Maine, this 25th day of October, A. D. 1899.

We, Wm. A. Roberts, Charles S. Hamilton, Edgar A. Hubbard and James O. Bradbury, being the directors named in the foregoing articles of association, all of whom are citizens of the State of Maine, being duly sworn, depose and say, that the whole amount of the capital stock named in the said articles of association hereto annexed has been in good faith subscribed, that the five per cent has been paid thereon in cash to the directors named in said articles of association, and that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association.

(Signed)

Wm. A. Roberts,
Charles S. Hamilton,
Edgar A. Hubbard,
James O. Bradbury.

State of Maine, York ss.

Then personally appeared the above named Wm. A. Roberts, Charles S. Hamilton, Edgar A. Hubbard and James O. Bradbury, and made oath to the truth of the foregoing statement by them severally subscribed.

J. C. M. FURBISH, Justice of the Peace.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Biddeford Record, a newspaper published at Biddeford in the county of York, and in the Daily Eastern Argus, a newspaper published at Portland in the county of Cumberland, the first publication in each paper to be at least five days before Wednesday the 22nd day of November, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the common council rooms in Biddeford at nine o'clock in the forenoon for the purposes indicated in said petition. Said peti-

tioner shall send copies of the foregoing petition and order to the municipal officers of the city of Saco, Biddeford, Dayton, Lyman, Hollis, Waterboro and Limerick, and to the Boston and Maine Railroad Corporation, care of the president Mr. Lucius Tuttle, Boston, Mass., six days at least before the date of said hearing.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this first day of November, A. D. 1899.

STATE OF MAINE.

In Board of Railroad Commissioners.

The foregoing articles of association having been presented for approval, with a petition of the directors named in said articles, notice was ordered for a hearing upon the same at the common council rooms in Biddeford on the twenty-second day of November, A. D. 1899, at nine o'clock in the forenoon. Notice was given as ordered, and the following parties appeared:

The petitioners were represented by Mr. J. O. Bradbury, and Mr. Charles S. Hamilton.

The Boston and Maine Railroad Company was represented by Mr. H. B. Cleaves, and Mr. J. W. Symonds.

The Biddeford and Saco Railroad was represented by Messrs. Fairfield and Moore.

Ephraim Dyer, Samuel O. Clark, Frank M. Higgins, Charles D. Moulton, William W. Mason, Samuel B. Thombs all of Limerick, and W. R. Anthoine of Portland, claimed to be interested parties, and were made parties of record, and appeared by Mr. Frank M. Higgins and W. R. Anthoine, their attorneys.

The matter was then adjourned until Friday the 8th day of December, A. D. 1899, at nine o'clock in the forenoon, when all parties who appeared were heard, by counsel and witnesses.

This is a petition for the approval of articles of association for an electric street railway from Saco and Biddeford to Limerick, through the towns of Lyman, Dayton, Hollis, Waterboro and Limerick; and asking the Board of Railroad Commissioners to find that sections 1 and 2 of chapter 268 of the Public Laws of the State of Maine, A. D. 1893, have been complied with, and to

also find under section 3 of said act, as amended by chapter 119, Public Laws of 1899, that public convenience requires the construction of the road named in said petition.

These articles of association embrace all that is required by sections 1 and 2 and much more.

Section 1 requires that the articles of association shall name the places, cities and towns from which, in which, and to which, the road is to be constructed, maintained and operated.

These articles of association not only do that, but they also state the route by streets, roads and ways over which the said railroad is to be constructed, as required by section 6.

There are several reasons why we think the route should not be so stated:

First. It is not required by sections 1 and 2.

Second. The route as to streets, roads and ways must be approved by the municipal officers of cities and towns, under section 6, and if such municipal officers do not approve a route and location, or such a route is not accepted by the corporation, then said corporation may appeal to the supreme judicial court, which shall appoint a committee who shall fix and approve such route and location. So that if the route can be arbitrarily fixed in the articles of association, as is done in this case, it is difficult to understand what the supreme court, or the committee appointed by it, can have to do with determining the route as provided in section 6. We can hardly believe that the legislature intended that the powers of the supreme court, upon appeal, should be so easily disposed of.

Third. Because if the articles of association fix arbitrarily the route of the railroad, as to streets, roads and ways, and the articles are approved by the Railroad Commissioners, they must then be filed with the Secretary of State, and his certificate, under section 3, must give a description of the road, and of course must give the route named in them.

If this route could afterwards be changed by the municipal officers, or a committee, acting under section 6, we should find the anomalous condition of a charter over one route with a road built over another and entirely different route.

Fourth. By section 6 of the act as amended, it is provided that "no road shall be located under this act, over any street in any

city in this State, without the permission of the mayor and aldermen thereof, unless it shall be otherwise determined by a committee of judges of the supreme judicial court, on appeal, as hereinbefore provided for appeals from the decisions of the Board of Railroad Commissioners, and such appeal may be taken by any party interested, including an existing street railroad claiming to be injuriously affected by such location, to the supreme judicial court, substantially in the manner and with the effect as hereinbefore provided."

This matter can only be adjudicated when the petition for location is acted upon under section 6; and if we are to approve these articles now, we must approve the route over the streets in the cities of Saco and Biddeford, without the permission of the mayors and aldermen, in plain violation of this section; because no permission of the municipal officers in either city has been filed with us, and we are not aware that such permission has been obtained.

We have no doubt that the articles of association may contain matters additional to those required by statute, and the fact that they include more than the law allows, does not render the corporation invalid, if the excessive part can be rejected as surplusage.

1st. Thompson Corporation, section 229, Clark on Corp. page 58. But we do not understand how the specification of a route by streets, roads and ways can be regarded as surplusage. Until the amendment of this statute by chapter 119, Public Laws 1899, nothing was required in relation to a route until the corporation asked for a location, under section 6, when the commissioners were authorized to pass upon the question of public convenience, after the route had been fixed and approved by the municipal officers.

By the amendment of 1899, section 3, was amended so that when the petition for approval of articles of association is filed with the Railroad Commissioners, it must be accompanied by a map of the proposed route, and the commissioners are then to determine the question of public convenience.

The amendment of 1899 did not, however, require any change in the articles of association under sections 1 and 2.

The map of the "proposed" route is only required under section 3. Such a proposed route upon a map is only for the pur-

pose of giving the Railroad Commissioners some general idea of whether public convenience requires the building of such a road, and cannot, and does not, purport to fix arbitrarily the final route, which is determined as provided in section 6.

"The filing of a map of a proposed route does not definitely establish the route."

N. Y. W. S. & B. R. Co., 11 Abb. N. Cas. (N. Y.), 386.

"A map of a proposed route intended to be adopted by the company, cannot control or modify the charter of the company. And where the charter or the articles of association and the map are in conflict, the map must yield."

Mason vs. Brooklyn City and N. R. Co. 35 Barb. (N. Y.), 373.

A further, and it seems to us a convincing reason why this construction should be given this statute, is found in section 9, which reads as follows:

"Such corporation outside of the limits of streets, roads or ways for the location, construction and convenient use of its road, may purchase or take and hold by its location aforesaid, as for public uses, land and all materials in and upon it, whenever for any reason it appears to be impracticable to locate such a railway within the limits of said streets, roads or ways, but the land so taken shall not exceed four rods in width unless necessary for excavation, embankments or materials; but no location outside of the limits of any street, road or way shall be approved by said commissioners, unless it appears to be impracticable to locate said railway within the limits of said streets, roads or ways."

We can only approve a location outside of streets, roads and ways, when we approve a location under section 6, and then notice is always given to the land owner.

No private property ought to be taken or can be legally taken as we think, without a notice to the owner, so that he can have an opportunity to be heard.

But if the route can be arbitrarily fixed in the articles of association, and the proposed route happens to be outside of the streets, and upon private land, the approval of the articles by the Railroad Commissioners, must necessarily carry with it the approval of the route and location across private property, in violation of section 9.

Because this matter of allowing a location outside of streets can only be determined upon petition for location under section

6, and after an engineer has made a survey; and then the commissioners must make it a part of their decision that "it appears to be impracticable to locate said railway within the limits of said streets, roads or ways."

To our minds all these objections exist to any attempt in the articles of association to define arbitrarily the exact route of the proposed railroad, either by stating the route in the articles or by reference to any map which may hereafter be filed with them, because by reference to such a map, the route may be as strictly defined as by inserting it in the articles of association; because in such case the approval of the articles of association by the Board of Railroad Commissioners inevitably seems to carry with it the approval of the route stated in the articles, and the charter to be thereupon issued by the Secretary of State must necessarily upon its face mean the same thing.

It seems to be plain that the exact route and location is intended by section 6 to be the subject of later action by this Board, after action by the municipal officers, or upon appeal by a committee of the supreme judicial court.

In this case, however, an adjudication upon this point is unnecessary, because we cannot approve these articles of association for the reason that the route named in them does not meet our approval.

The time has come in this State, when there must be some effort made to prevent grade crossings of electric railroads with steam railroads, when they can reasonably be avoided. They are very dangerous to the public who travel on either road.

We need not call attention to the many recent occasions where serious accidents have barely been avoided at such crossings, both in this and other states.

We have made a personal examination of the proposed route in the city of Biddeford, and we find two crossings of the Boston and Maine Railroad at grade, on the Eastern and Western Divisions on Main street.

There are five tracks at the Western Division crossings, and four tracks at the Eastern Division crossing. Both are very blind crossings, where serious accidents would be likely to occur. At the one on the Western Division the rails of the Boston and Maine Railroad are laid on a curve, the outer rail on each track

being made necessarily higher than the inner rail. This, of itself, makes a very bad crossing, and would be exceedingly dangerous on account of the liability of an electric car to derailment, or the liability of a car being stalled by the trolley slipping off.

We have in our office a list of these accidents and stallings of electric cars at grade crossings of steam railroads, but it will serve no good purpose to name them. We only call attention to them for the purpose of saying that there is no greater danger of accidents to trolley cars and trains upon steam railroads, than is liable to occur at these grade crossings.

Both these crossings could have been easily made overhead by coming into the city of Biddeford over South street as far as Bradbury street, and then down Bradbury street to Main street.

No reason has been assigned why the route we mention was not taken, and no reason can be conceived by us, why it was thought necessary or even feasible to make two grade crossings of the Boston and Maine Railroad on Main street, when both could have been avoided by coming into the city over South street.

We do not decide whether public convenience requires the building of a road from Saco and Biddeford to Limerick, over a practicable route. We simply decide that public convenience does not require the building of a road over the route named in the articles of association, for the reason before given.

We have examined both crossings with a view to overhead bridges. An overhead bridge cannot be reasonably made at either crossing. It would involve a very large outlay of money and would destroy a large amount of abutting property, if such overhead crossings were attempted at either place.

On South street the highway crossings over both Eastern and Western Divisions are now overhead crossings, and we can see no reason why it would not be as well to come into the city over South street, as to come in over Main street.

We consequently cannot believe that public convenience requires the building of an electric railroad over the route named, in the city of Biddeford, and we therefore do not approve the articles of association, and we find that public convenience does not require the building of a railroad over the route named.

Dated this sixth day of January, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

January 20, appeal filed.

*Petition, Order of Notice and Approval by the Board of the
Articles of Association of the York County Central Electric
Railroad Company. Decision January 6, 1900.*

*To the Honorable Board of Railroad Commissioners of the State
of Maine:*

We, the undersigned, directors of the York County Central Electric Railroad Company, a corporation formed for the purpose of constructing and maintaining and operating a railroad of standard gauge from a point in the town of Waterboro to a point in the town of Limerick, in the State of Maine, respectfully ask that the annexed articles of association may be approved.

Dated at Portland, county of Cumberland, State of Maine, this 16th day of November, A. D. 1899.

Ephraim Dyer,
Sam'l O. Clark,
Frank M. Higgins,
Charles G. Moulton,
Wm. W. Mason,
Samuel B. Thombs,
Wm. R. Anthoine,
Directors.

In accordance with the provisions of the Public Laws of the State of Maine, chapter 268, of A. D. 1893, and statutes amendatory thereof and additional thereto, we, the undersigned, hereby associate ourselves together, by these written articles of agreement, for the purpose of organizing a corporation for the purpose of constructing, maintaining and operating, by electricity, compressed air or animal power, a street railroad for public use for street traffic for the conveyance of persons and property,

from a point near the station of the Portland and Rochester Railroad Company at Centre Waterboro in the town of Waterboro, to Limerick village in the town of Limerick, both in the county of York.

The name of said company is to be the "York County Central Electric Railroad Company;" the gauge of the road is to be four feet eight and one-half inches ($4', 8\frac{1}{2}"$); the road is to extend, be constructed and operated in the towns of Waterboro and Limerick; the length of the road is to be eleven (11) miles; the amount of capital stock is to be forty-four thousand dollars (\$44,000); the number of shares of capital stock is to be four hundred and forty (440).

William W. Mason of Limerick, Me.; Ephraim Dyer of Cape Elizabeth, Me.; Frank M. Higgins of Limerick, Me.; Samuel B. Thombs of Portland, Me.; Charles G. Moulton of Limerick, Me.; William R. Anthoine of Portland, Me., and Samuel O. Clark of Limerick, Me., are to act as directors.

The first meeting shall be held in accordance with the provisions of said chapter 268 of the Public Laws of A. D. 1893, at the office of Anthoine and Talbot, $48\frac{1}{2}$ Exchange street, Portland, Maine, on the first day of November, A. D. 1899, at ten o'clock in the forenoon.

Dated at Portland, this 10th day of October, A. D. 1899.

Wm. W. Mason, Limerick, Me.; Ephraim Dyer, Cape Elizabeth, Me.; Frank M. Higgins, Limerick, Me.; Samuel B. Thombs, Portland, Me.; Wm. R. Anthoine, Portland, Me.; Charles G. Moulton, Limerick, Me.; Sam'l O. Clark, Limerick, Me.

SUBSCRIPTION FOR STOCK.

PORTLAND, ME., November 16, A. D. 1899.

We, the undersigned, severally agree each with the other, in consideration of the mutual agreements hereinafter contained, to pay for and receive the number of shares of capital stock in the York County Central Electric Railroad Company set against our respective names.

Ephraim Dyer, Cape Elizabeth, Me., 146 shares; W. R. Anthoine, Portland, Me., 145 shares; F. M. Higgins, Limerick, Me., 145 shares; Samuel B. Thombs, Portland, Me., 1 share;

Wm. W. Mason, Limerick, Me., 1 share; Chas. G. Moulton, Limerick, Me., 1 share; Sam'l O. Clark, Limerick, Me., 1 share.

November 16, A. D. 1899.

I hereby acknowledge the receipt of five per cent on the foregoing subscriptions in cash.

CHAS. G. MOULTON, Treasurer.

PORTLAND, November 16, A. D. 1899.

We hereby acknowledge that we have received the notice of the foregoing meeting, as expressed in the foregoing articles of association, and we further certify that we were present at the organization of said corporation.

Wm. W. Mason,
Wm. R. Anthoine,
Frank M. Higgins,
Samuel B. Thombs,
Ephraim Dyer,
S. O. Clark,
Charles G. Moulton.

We, the undersigned, being a majority of the directors named in the foregoing articles of association, hereby certify, under oath, that the amount of capital stock therein stated, viz.: forty-four thousand dollars (\$44,000) has been subscribed in good faith, and is equal to four thousand dollars (\$4,000), for every mile of road proposed to be constructed; that five per cent thereof has been paid in cash, as required by law, and that it is intended in good faith to construct, maintain and operate the road mentioned in said articles.

Sam'l O. Clark,
F. M. Higgins,
Wm. W. Mason,
Samuel B. Thombs,
Wm. R. Anthoine,
Charles G. Moulton,
Ephraim Dyer.

State of Maine, Cumberland, ss.

PORTLAND, ME., November 16, A. D. 1899.

Personally appeared the above named Sam'l O. Clark, F. M. Higgins, Wm. W. Mason, Samuel B. Thombs, Wm. R. Anthoine, Chas. G. Moulton and Ephraim Dyer, and made oath to the truth of the foregoing statement by them subscribed.

Before me,

THOMAS L. TALBOT, Notary Public.

A meeting of the incorporators of the York County Central Electric Railroad Company will be held at the office of Anthoine & Talbot, 48½ Exchange street, Portland, Maine, on November first, 1899, at ten o'clock in the forenoon, for the purpose of organizing such corporation, and for any other purposes that may legally come before said meeting.

Dated at Portland this 10th day of October, 1899.

Frank M. Higgins,
Ephraim Dyer,
Wm. R. Anthoine,
Sam'l O. Clark,
Chas. G. Moulton,
Wm. W. Mason,
Samuel B. Thombs.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Biddeford Daily Journal, a newspaper published at Biddeford in the county of York, and in the Portland Daily Press, a newspaper published at Portland, in the county of Cumberland, the first publication in each paper to be at least five days before Friday the eighth day of December, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the common council rooms in Biddeford at nine o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the towns of Waterboro and Limerick, and to the Portland and Rochester Railroad Corporation, George P. Wescott, president, six days at least before the date of said hearing.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this twenty-second day of November, A. D. 1899.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice was given as ordered and the Board met at the time mentioned in said order, at the common council rooms in the city of Biddeford.

Mr. F. M. Higgins and Mr. W. R. Anthoine appeared for the petitioners.

Mr. James O. Bradbury of Saco, Mr. Charles S. Hamilton, Mr. Edgar A. Hubbard and Mr. William A. Roberts of Biddeford claimed to be interested parties, and upon their request in writing, were made parties of record, and appeared by Mr. J. O. Bradbury, and Mr. Charles S. Hamilton, their attorneys.

The matter was then continued to be heard at Limerick village on the 20th day of December, A. D. 1899, at two o'clock in the afternoon.

This is a petition for the approval of articles of association of the York County Central Electric Railroad Company, organized for the purpose of constructing an electric railway in the towns of Waterboro and Limerick in the county of York.

We find that sections 1 and 2 of the Public Laws of 1893, chapter 268, have been complied with. By an amendment of said chapter, by chapter 119, section 3, of the Public Laws of 1899, the Board is also to determine whether public convenience requires the construction of said road.

The village of Limerick lies northerly of the Portland and Rochester Railroad some twelve miles, and has no railroad communication except at East Waterboro station.

The Board held a hearing in the village of Limerick, and not only heard the evidence which was presented by the petitioners, but also personally investigated the business of the village.

We need not make any recital of the matters which influenced our judgment, except to say that the fact that a national bank is located in the village of Limerick, which has an average deposit of three hundred and fifty thousand dollars, indicates very strongly to our minds that there are business interests in Limerick and the adjoining towns, which must necessarily require some means of transportation other than the transportation by wagon road. No national bank with such deposits as are

found in this bank, can do business except in a community of large business interests.

Limerick is evidently a thriving village. It has a woolen mill which we are informed and believe will be enlarged as soon as transportation facilities are increased. It has several stores, evidently doing a large business. It is now and must be in the future, a place of summer resort for a large number of people; and from the testimony we heard, and from our own observation while there, we have no hesitation whatever in finding that public convenience requires the building of this road, and we determine accordingly.

Dated at Augusta, this sixth day of January, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Action of the Board upon Articles of Association of the Gardiner Street Railway Company. January 28, 1900.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, who have been chosen as directors of a company to be formed for the purpose of constructing and operating a street railroad from the New Mills village to South Gardiner, both in the city of Gardiner, and in, through, and about the said city of Gardiner, to be known by the name of the Gardiner Street Railway Company, hereby respectfully request that your Honorable Board will approve the articles of association of said railroad company and find that public convenience requires the construction of said road.

GARDINER, MAINE, January 23, 1900.

Freeman Patten,
Charles Lawrence,
Will C. Atkins,
Directors named in Articles of Association.

We, the undersigned, Freeman Patten, Charles Lawrence, Albert M. Spear, Benj. M. Turner, Oliver B. Clason and Will C. Atkins, all of Gardiner, in the county of Kennebec and State of Maine, all of whom are citizens of the State of Maine, hereby sign the following articles of association to form a company for the purpose of constructing, maintaining and operating by electricity a street railroad for public use, for street traffic and for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be the Gardiner Street Railway Company.

The gauge of the road, four feet eight inches and one-half.

The places from which the road is to be constructed, maintained and operated are from the New Mills village to South Gardiner, both in the city of Gardiner, and in, through, and about the said city of Gardiner.

The length of said road as nearly as may be, will be seven miles.

The amount of capital stock is thirty-six thousand dollars.

The number of shares which said stock shall consist of, shall be three hundred sixty shares.

Freeman Patten, Charles Lawrence, and Will C. Atkins, all of whom are citizens of this State shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

We severally agree each to take the number of shares set against our respective names and in token of our assent to the foregoing provisions have hereunto subscribed our names on this twenty-third day of January, in the year of our Lord, one thousand nine hundred.

Freeman Patten, Gardiner, 60 shares; Charles Lawrence, Gardiner, 60 shares; A. M. Spear, Gardiner, 60 shares; B. M. Turner, Gardiner, 60 shares; O. B. Clason, Gardiner, 60 shares; Will C. Atkins, Gardiner, Me., 60 shares.

We, the undersigned, Freeman Patten, Charles Lawrence and Will C. Atkins, named as directors in the articles of association of the foregoing Gardiner Street Railway Company, on oath depose and say that three hundred and sixty shares of the capital stock of said company being the total amount of said stock, have been subscribed in good faith, by responsible parties, and that

five per cent. has been paid thereon in cash to them as the directors named in the articles of association, and further that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association, and this affidavit they make by endorsing on said articles as required by the general laws of the State of Maine.

Freeman Patten,
Charles Lawrence,
Will C. Atkins,
Directors.

STATE OF MAINE.

January 23, 1900.

Kennebec ss.

Personally appeared the above named Freeman Patten, Charles Lawrence and Will C. Atkins, and severally made oath that the foregoing affidavit by them subscribed is true in substance and in fact.

Before me,
CHAS. O. WADSWORTH, Notary Public.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Reporter Journal, a newspaper published at Gardiner, in the county of Kennebec, the first publication in said paper to be at least five days before Wednesday the seventh day of February, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the common council rooms, in said Gardiner at eleven o'clock in the forenoon, for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Gardiner and to the Maine Central Railroad Company, three days before said hearing.

JOSEPH B. PEAKS, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 29th day of January, A. D. 1900.

Dismissed by request of petitioners.

Per order of the Board.

E. C. FARRINGTON, Clerk.

February 7, 1900.

Petition, Order of Notice and Approval by the Board of the Articles of Association of the Atlantic Shore Line Railway Company. Decision February 7, 1900.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, who have been chosen as directors of a company to be formed for the purpose of constructing and operating a street railroad in and through Biddeford, Kennebunkport, Kennebunk and Wells, to a point nearly opposite the southerly end of St. Aspinquid Park in the town of York, to be known by the name of Atlantic Shore Line Railway Company, hereby respectfully request that your Honorable Board will approve the articles of association of said railway company hereto annexed, accompanied with a map of the proposed route on an appropriate scale, and that you will endorse said approval in writing upon said articles.

Your petitioners further aver that public convenience requires the construction of said railroad.

They therefore pray that your Honorable Board will, after notice and hearing, find that all of the provisions of sections one and two of chapter two hundred and sixty-eight of the Public Laws for the year eighteen hundred and ninety-three, and amendments thereto, have been complied with and that public convenience requires the construction of said railroad.

Dated at Sanford, Maine, October 18, 1899.

Ernest M. Goodall,
George B. Goodall,
Louis B. Goodall,
Charles A. Bodwell,
Fred J. Allen,

Directors.

Severally by HEATH & ANDREWS, and FRED J. ALLEN, their Attorneys.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Biddeford Daily Journal, a newspaper published

at Biddeford, in the county of York, and in the *Evening Express*, a newspaper published at Portland in the county of Cumberland, the first publication in each paper to be at least five days before Monday the 20th day of November, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the Mousam House in Kennebunk at two o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Biddeford, Kennebunkport, Kennebunk, Wells and York, and to the Boston & Maine Railroad Corporation, care of the president, Mr. Lucius Tuttle, Boston, Mass., six days at least before the date of said hearing.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this first day of November, A. D. 1899.

On the foregoing petition,

Ordered, That the cause be continued for hearing and that the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the *Evening Express*, a newspaper published at Portland in the county of Cumberland, the first publication in such paper to be at least five days before Thursday, the 4th day of January, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the town hall in Kennebunk at ten o'clock in the forenoon for the purposes indicated in said petition.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 21st day of November, A. D. 1899.

We, the undersigned, Ernest M. Goodall, George B. Goodall, Louis B. Goodall, Charles A. Bodwell, Fred J. Allen and Will J. Bodwell, all of whom are citizens of the State of Maine, hereby sign the following articles of association to form a company for the purpose of constructing, maintaining and operating by electricity a street railroad for public use, for street traffic and for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be Atlantic Shore Line Railway Company.

The gauge of the road is four feet eight and one-half inches.

The places, cities and towns from which, in which and to which the road is to be constructed, maintained and operated are from a point near the junction of Adams and Main streets between Hotel Thacher and the city building in the city of Biddeford, in the county of York, through Biddeford, Kennebunkport, Kennebunk, Wells and York to a point near the southerly end of St. Aspinquid Park in the town of York.

The length of such road, as nearly as may be, will be twenty-eight miles.

The amount of capital stock is one hundred and twenty thousand dollars.

The number of shares of which said stock shall consist shall be one thousand two hundred.

Ernest M. Goodall, George B. Goodall, Louis B. Goodall, Charles A. Bodwell and Fred J. Allen, all of whom are citizens of this State, shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

We severally agree to take the number of shares set against our respective names, and in token of our assent to the foregoing provisions have hereunto subscribed our names, on this eighteenth day of October, in the year of our Lord one thousand eight hundred and ninety-nine.

E. M. Goodall, Sanford, Me., 200 shares; George B. Goodall, Sanford, Me., 200 shares; Louis B. Goodall, Sanford, Me., 200 shares; Fred J. Allen, Sanford, Me., 200 shares; Charles A. Bodwell, Sanford, Me., 200 shares; W. J. Bodwell, Sanford, Me., 200 shares.

We, the undersigned, Ernest M. Goodall, George B. Goodall, Louis B. Goodall and Charles A. Bodwell, named as directors in the articles of association of the foregoing Atlantic Shore Line Railway Company, on oath depose and say that one thousand two hundred shares of the capital stock of said company, being the total amount of said stock, have been in good faith subscribed by responsible parties, and that five per cent. has been paid thereon in cash to them as directors named in the articles of association, and further that it is intended in good faith to construct, maintain and operate the road mentioned in such articles of association, and this affidavit they make by endorsing on

said articles, as required by the general laws of the State of Maine.

Dated this 18th day of October, A. D. 1899.

E. M. Goodall,
George B. Goodall,
Louis B. Goodall.

STATE OF MAINE.

October 18, 1899.

York ss.

Personally appeared Ernest M. Goodall, George B. Goodall and Louis B. Goodall, and made oath that the foregoing statement by them subscribed is true.

Before me,

FRED J. ALLEN, Justice of the Peace.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been ordered for a hearing at Mousam House in Kennebunk on the twentieth day of November, A. D. 1899, at two o'clock P. M., the board met at the time and place mentioned in said order and then and there adjourned to meet at the town hall in said Kennebunk forthwith. At said time and place of adjournment the matter was further continued to January 4th at the same place at ten o'clock A. M., and a new notice was ordered to be published in the Portland Express of said adjournment and of the time and place of hearing.

On the said January 4th at ten o'clock in the forenoon, all the notices having been given as ordered, the board met at the time and place last mentioned and gave a hearing to all the parties who appeared.

Messrs. Heath & Andrews appeared for the petitioners.

Mr. James O. Bradbury of Saco appeared personally, claimed to be an interested party, and was made a party of record, but subsequently withdrew his appearance.

Mr. H. T. Waterhouse, attorney, appeared for certain citizens of Biddeford, but subsequently, in writing, withdrew his appearance.

Mr. Robert W. Nason of Boston, attorney, appeared for certain citizens of Kennebunk, but subsequently personally withdrew his appearance.

Mr. A. A. Richardson, attorney, appeared for certain citizens of Kennebunkport, and certain citizens of Boston, summer residents of Kennebunkport, who in writing gave their reasons for protesting against the building of said road; but as none of them asked to be made parties of record, and as Mr. Richardson made that claim for them, we have considered their objections without making them parties of record.

A hearing was then given to all parties appearing, and the matter was then adjourned to Augusta on the 7th day of February, A. D 1900, for consideration and decision.

Upon examination we are satisfied that sections 1 and 2 of chapter 268 of Public Laws of 1893, as amended, have been complied with.

This proposed electric railway will not in any way interfere or compete with any other railroad or railway, steam or street. It is not opposed by any other railroad or railway company nor will it affect any vested rights.

It is opposed by Mr. James O. Bradbury of Saco who claims to be an interested party, and also by certain citizens of Kennebunkport. The objection of the citizens and summer residents of Kennebunkport is that the town is a place of summer resort for a large number of people who do not desire to have an electric railroad in the town because it would necessarily bring a large number of excursionists, which from their standpoint would not be desirable to the summer residents of Kennebunkport.

It does not strike us as a very strong argument. It rather seems to be an argument in favor of the road. The admission that such excursionists would take advantage of the electric railroad, rather proves than disapproves that public convenience requires it.

Besides, the statement that summer cottagers will leave the place if we allow an electric railroad to be built through the town, does not seem to be based upon any facts connected with any other town or village in Maine, where street railroads have been built. A few may leave, but more will come; and it is the general welfare of the people and of the State which we must

regard, and not a few who desire to isolate a town like Kennebunkport, for their own convenience.

We have considered this matter fully, in all its bearings, and we believe an electric railway along the beach west of Biddeford will be of great advantage to those who now reside there, and that it will be of no disadvantage to anybody.

We have therefore come to the conclusion that public convenience requires the building of the Atlantic Shore Line Railway, as embraced in the petition, and we therefore decide accordingly.

Dated at Augusta, this 7th day of February, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Action of the Board upon Application of the Biddeford, Kennebunk and Wells Electric Railroad Company for Approval of Articles of Association. February 8, 1900.

STATE OF MAINE.

BIDDEFORD, MAINE, October 20, 1899.

York ss.

To the Honorable Railroad Commissioners of the State of Maine:

We, the undersigned, persons named as directors in certain articles of association made and signed for the purpose of becoming a corporation to be known as the "Biddeford, Kennebunk & Wells Electric Railroad," for the purpose of constructing, maintaining and operating a street railway of standard gauge, from Biddeford, in the county of York and State of Maine, beginning at a point on Elm street at the junction of Elm and Lincoln streets in said Biddeford; thence over and along Lincoln street to Adams street; thence over and along Adams street to South street; thence over and along South street to May street; thence over and along May street, so-called, to Alfred road, so-called;

thence over and along Alfred road aforesaid to the junction of said Alfred road and the Kennebunk road, so-called, being also called Elm street; thence over and along said Elm street or Kennebunk road through the town of Kennebunkport in said county of York; thence to the town of Kennebunk in said county of York; thence over and along said Kennebunk road or Portland street, so-called, to Main street in Kennebunk village, in said Kennebunk; thence over and along said Main street to the Portsmouth or Turnpike road, so-called, extending from said Kennebunk village to Wells village, in the town of Wells, in said county of York; thence over and along said Portsmouth or Turnpike road through said Kennebunk and said Wells to a point at or near the junction of Main and Depot streets in said Wells, said Depot street being the one extending to the passenger station of the Western Division of the Boston & Maine Railroad in said Wells, all in the county of York and State of Maine;

Respectfully ask that the annexed articles of association be approved; and further

Respectfully ask that your Honorable Board find that all the provisions of section one (1) and two (2) of chapter 268 of the Public Laws of the State of Maine, A. D. 1893, and all amendments thereto and additions thereto have been complied with, and that public convenience requires the construction of said railroad as your petitioners allege, and as is set forth and described in the articles of association hereto attached, and further described and outlined in the maps of the cities of Saco and Biddeford and the county of York, which accompany this petition, the same being on an appropriate scale.

Dated at Biddeford, county of York and State of Maine, this twentieth day of October, A. D. 1899.

Directors named in Articles of Association.

Theodore P. Dresser,
Eleazer B. Loring,
James O. Bradbury,
Charles S. Hamilton,
Edgar A. Hubbard,
Wm. A. Roberts.

Know all men by these presents, that we, the undersigned, being not less than five persons, a majority of whom are resi-

dents of the State of Maine, under and in pursuance of an act of the legislature of the State of Maine, entitled "An Act to regulate the organization and control of street railroads," approved March 28, 1893, (it being chapter 268, of the Public Laws of 1893) and the acts amendatory thereof and additional thereto, have associated ourselves together for the purpose of constructing, maintaining and operating, by electricity or compressed air, a street railroad for the public use and for street traffic and for the conveyance of persons and property, and for that purpose have made, signed and executed these articles of association.

Theodore P. Dresser,
Eleazer B. Loring,
James O. Bradbury,
Charles S. Hamilton,
Edgar A. Hubbard,
Wm. A. Roberts.

Article I. The corporate name of said company shall be the Biddeford, Kennebunk & Wells Electric Railroad Company.

Article II. The gauge of the road of said company shall be four feet, eight and one-half inches.

Article III. The places, cities and towns from which, in which and to which the road of said company is to be constructed, maintained and operated, are from a point in the city of Biddeford, beginning at a point on Elm street at the junction of Elm and Lincoln streets in said Biddeford; thence over and along Lincoln street to Adams street; thence over and along Adams street to South street; thence over and along South street to May street; thence over and along May street, so-called, to Alfred road, so-called; thence over and along Alfred road aforesaid, to the junction of the said Alfred road and Kennebunk road, so-called, being also called Elm street; thence over and along said Elm street or Kennebunk road through the town of Kennebunkport in said county of York; thence to the town of Kennebunk in said county of York; thence over and along said Kennebunk road or Portland street, so-called, to Main street in Kennebunk village in said Kennebunk; thence over and along said Main street to the Portsmouth or Turnpike road, so-called, extending from said Kennebunk village to Wells village, in the town of Wells, in said county of York; thence over and along said Ports-

mouth or Turnpike road through said Kennebunk and said Wells to a point at or near the junction of Main and Depot streets in said Wells; said Depot street being the one extending to the passenger station of the Western Division of the Boston & Maine Railroad in said Wells, all in the county of York and State of Maine.

Article IV. The length of the road of said company, as nearly as may be, is to be sixteen (16) miles.

Article V. The amount of capital stock of said company shall be two hundred thousand (200,000) dollars.

Article VI. The number of shares of which said capital stock shall consist, shall be two thousand (2,000) shares, of a par value of one hundred (100) dollars each.

Article VII. The names and places of residence of the persons who shall act as directors of said company and manage its affairs until others are chosen in their places are as follows:

Theodore P. Dresser, Boston; Eleazer B. Loring, Boston; James O. Bradbury, Saco, Me.; Charles S. Hamilton, Biddeford; Edgar A. Hubbard, Biddeford, Me.; Wm. A. Roberts, Biddeford, Me.

In witness whereof, we have hereunto respectively subscribed our names and places of residence, and do hereby severally agree to take in good faith the number of shares of capital stock of said company set opposite our respective names.

Theodore P. Dresser, Boston, 1,000 shares; Eleazer B. Loring, Boston, 845 shares; James O. Bradbury, 50 shares; Charles S. Hamilton, 50 shares; Edgar A. Hubbard, Biddeford, Me., 5 shares; Wm. A. Roberts, Biddeford, Me., 50 shares.

Dated at Biddeford, Maine, this 25th day of October, A. D. 1899.

We, Wm. A. Roberts, Charles S. Hamilton, Edgar A. Hubbard and James O. Bradbury being the directors named in the foregoing articles of association all of whom are citizens of the State of Maine, being duly sworn, depose and say, that the whole amount of the capital stock named in said articles of association hereto annexed has been in good faith subscribed by responsible parties, that five per cent. has been paid thereon in cash to the directors named in said articles of association, and that it is

intended in good faith to construct, maintain and operate the road mentioned in said articles of association.

Wm. A. Roberts,
Charles S. Hamilton,
Edgar A. Hubbard,
James O. Bradbury.

State of Maine, York ss.

Then personally appeared the above named Wm. A. Roberts, Charles S. Hamilton, Edgar A. Hubbard and James O. Bradbury and made oath to the truth of the foregoing statement by them severally subscribed.

J. C. M. FURBISH, Justice of the Peace.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Biddeford Record, a newspaper published at Biddeford in the county of York; and in the Daily Eastern Argus, a newspaper published at Portland in the county of Cumberland, the first publication in each paper to be at least five days before Wednesday the 22nd day of November, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the common council rooms at Biddeford at 9 o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Biddeford, Kennebunkport, Kennebunk, Wells and to the Boston & Maine Railroad Corporation, care of the president, Mr. Lucius Tuttle, Boston, Mass., six days at least before the date of said hearing.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this first day of November, A. D. 1899.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice was given as ordered, and the Board met at the common council rooms in the city of Biddeford on the twenty-second day of November, A. D. 1899.

Mr. James O. Bradbury and Mr. Chas. S. Hamilton appeared for the petitioners.

Mr. Herbert M. Heath and Mr. F. J. Allen appeared for the Sanford & Cape Porpoise Railway.

Mr. J. W. Symonds and Mr. H. B. Cleaves appeared for the Boston & Maine Railroad.

Messrs. Fairfield & Moore appeared for the Biddeford & Saco Railroad.

The matter was then continued until the 5th day of January, A. D. 1900, and was again continued until the 8th day of February, A. D. 1900.

This is a petition asking the Railroad Commissioners to approve the articles of association of a corporation to be organized for the purpose of building an electric street railway from a certain point in the city of Biddeford to Wells village in the town of Wells, through the towns of Kennebunk and Kennebunkport, and to certify that sections 1 and 2 of chapter 268 of the Public Laws of 1893 have been complied with; and also to find that public convenience requires the building of said road.

Numerous objections have been made to proceedings like these.

It has been contended by learned counsel that it is within the jurisdiction of the Railroad Commissioners to determine whether the subscribers to said capital stock are responsible parties within the meaning of section 2, and whether the five per cent. has been paid in cash, and whether it is intended in good faith to construct, maintain and operate said railroad.

It is undoubtedly the policy of the State, as expressed by various provisions of the statute, that parties to whom valuable franchises are given under the general law, shall be financially responsible, and shall intend in good faith to construct and operate the road, when the charter is obtained, and not to hold it for

the purpose of speculation, or to hinder and delay those who might otherwise obtain a charter and construct a railroad.

With this object in view, the act of 1893, chapter 268, authorizing the granting of a charter by the Railroad Commissioners, provides by section 7 that "If any corporation formed under the foregoing sections does not, within three years after its articles of association are filed and recorded in the office of the Secretary of State, begin the construction of its road and expend thereon ten per cent of its capital, its corporate existence and power shall cease."

Subsequently, by Public Laws 1897, chapter 302, the general law was amended by this provision, "The organization of any corporation which may be hereafter organized under any general law of this State, becomes null and void within two years from the day when its certificate of incorporation has been filed in the office of the Secretary of State, unless such corporation shall have commenced actual business under its organization."

So that in addition to all the requirements now made by sections 1 and 2, it is provided that when said articles of association are approved and filed in the office of the Secretary of State, they shall become null and void unless such corporation shall have commenced actual business under its organization, within two years.

There is therefore great force in the argument of the learned counsel who raise these objections, and yet we can not believe that the legislature intended to put upon the Railroad Commissioners the duty of ascertaining whether or not the subscribers to the capital stock, scattered as they may be over several states, are financially able to fulfill their contracts.

On the contrary, the statute seems to us to put that duty upon the directors named in the articles of association, and their affidavit seems to us to be all that is required to make *prima facie* proof of that fact.

It is undoubtedly true that such an affidavit, when made by men of integrity and of strict business habits, would carry great weight, and would seem "strong as proofs of holy writ;" but when made by men of loose moral fiber, and of no fixed business habits or character, would be "written in water" and mean nothing.

The good faith which the statute requires of parties to "construct, maintain and operate" a road, is also often of uncertain quality. To one man's mind such an affidavit may mean an honest intention to do what he agrees to do; while to some other and different men an affidavit may be used as a simple veneer to cover unworthy motives and as a substitute for honest intention.

Of course the high standard of faith, which is defined as "the substance of things hoped for, and the evidence of things not seen," cannot be expected in these affidavits, yet those who make them should not be wholly satisfied with mere form, when the substance may be entirely lacking.

But notwithstanding these considerations, we have heretofore held, and do now hold, that the affidavits of the directors, made in accordance with section 2, are prima facie proof of the facts therein stated, and we must assume them to be true, at least until there is proof to the contrary. Adopting this latter rule, we find that section 2 has been complied with in these articles of association.

Section 1 provides among other things, that the articles of association shall name the "places, cities and towns from which, in which and to which the road is to be constructed, maintained and operated."

These articles not only name the "places, cities and towns," as required by section 1, but the route is fully described and absolutely fixed, by streets, roads and ways between the termini at Biddeford and Wells.

In a decision recently made by this Board in the matter of the York County Electric Railway, we endeavored to state fully the reasons which to our minds raised serious objections to the naming of the route in the articles of association.

If another and better reason can be desired than those given, it has been furnished by the petitioners in this case.

If we are to approve these articles, we must of necessity approve the route named in them, and if we are to find that public convenience requires the building of this road, we must find that it is required over the route specified.

Upon examination of the route named, we find it runs through Main street in the village of Kennebunk. It is common knowledge to all the people of Kennebunk, as undoubtedly it is to these

petitioners, (it is certainly known by the Railroad Commissioners) that the Sanford and Cape Porpoise Railroad, has already located and built a branch of its road over and along Main street in the business portion of Kennebunk, and yet we are asked with apparent sincerity, to approve these articles, describing a route over the same street, and to find that public convenience requires the building of this road over Main street, with full knowledge of section 13 of the street railway law, which provides that "no corporation or person shall be permitted to construct or maintain any railway, for similar purposes, over the streets, roads or ways that may be lawfully occupied by a street railway, in any city or town."

So that by this petition we are asked to do what the legislature has absolutely prohibited us from doing. If such a construction can be put upon this statute, as is contended for in this case, and if we can legally approve a route absolutely prohibited by statute, surely, absurdity will need no higher precedent.

The present Board of Railroad Commissioners have approved the articles of association of ten electric street railroads: The Cape Elizabeth Street Railway; The Portland Extension Railroad; The Lewiston & Brunswick Electric Railroad; The Oxford Central Electric Railroad; The Penobscot Central Railroad; Saco River Electric Railroad; Then Sanford and Cape Porpoise Railroad; Then Benton & Fairfield Railroad; The York County Central Electric Railroad, and the Atlantic Shore Line Railroad, and in no one of them has there been any route by streets, roads and ways named in the articles of association; and the attorneys who drafted these articles are among the ablest in the State.

This last consideration may not be decisive of the question at issue; and yet it ought to have great weight, (and it certainly does have with us) as showing that learned members of the bar of large experience, all over the State, have put the same construction upon this statute that we have put upon it.

How can the Railroad Commissioners be reasonably expected to approve the route, and find that public convenience requires the building of this road, when they are absolutely prohibited by statute from so doing.

Those persons who complain of the great powers given the Railroad Commissioners of this State should not be the ones to

ask them to exercise a power which the legislature has reserved to itself alone.

Doubtless the legislature has the authority to allow two, or even more, electric railroads in the same street, but the Railroad Commissioners have not this power. In fact, the statute prohibits it, and we can do nothing but decide that this petition shall be dismissed.

Dated at Augusta this eighth day of February, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board upon Application of the Portsmouth, Kittery and York Street Railway Company for increase of Capital Stock and Extension of Roadway. Decision March 7, 1900.

To the Honorable Board of Railroad Commissioners of Maine:

Respectfully represents the undersigned, directors of the Portsmouth, Kittery and York Street Railway, that the stockholders of the said corporation by vote of a majority of the stock present and represented at a legal meeting specially notified and called for the purpose on the tenth day of February, A. D. 1900, voted that with the approval of the Railroad Commissioners, under the authority and limitations of chapter one hundred and eighty-six of the Private and Special Laws of Maine for the year eighteen hundred and ninety-nine, to increase the capital stock of said company beyond the amount now fixed by law in the sum of thirty thousand dollars for the purpose of building the following extension which it is now authorized to build, an extension of its present railway from its present terminus at York Beach to St. Aspinquid Park in said York to connect with the proposed Atlantic Shore Line Railway, three thousand dollars.

For the purpose of making the following improvements, building and equipping a steam ferry boat, fifteen thousand dollars, installing a storage battery, seventy-five hundred dollars, and

purchasing the equipment for a car body recently purchased, seventeen hundred dollars, and for the purpose of building the following necessary buildings, an additional boiler house, and purchasing and setting up a new boiler therein, twenty-eight hundred dollars; the same being necessary and lawful purposes, and in all amounting to thirty thousand dollars, all said increase or the proceeds thereof to be applied to the said purposes and to no other purpose whatever.

That the present amount of the capital stock of such corporation as now authorized by law is two hundred thousand dollars, and that all of said stock has been issued.

Wherefore your petitioners pray that your Honorable Board will after such notice by publication or otherwise as you may order, and after hearing, determine the amount of such increase, and within thirty days after final hearing on this petition file in the office of the Secretary of State a certificate showing the amount of increase authorized and the purposes for which the proceeds of said stock may be used, the said corporation not to apply such increase, or the proceeds thereof, to any purpose not specified in said certificate, and all such stock to be issued under the limitations and provisions of said Special Act hereinbefore referred to.

Dated this tenth day of February, A. D. 1900.

A. F. Gerald,
Frank E. Rowell,
E. Burton Hart, Jr.,
Theodore L. Peters,
W. M. Walker,
Horace Mitchell,
W. G. Meloon,

Directors of the Portsmouth, Kittery and York Street Railway.

Upon the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of this petition and order of notice thereon, three days successively in the Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication to be at least five days before Wednesday, March 7th, A. D. 1900, on which day the Board of Railroad Commissioners will be in ses-

sion at their office in Augusta at ten o'clock in the forenoon, for the purposes indicated in said petition.

JOSEPH B. PEAKS, *Chairman,*
For the Board of Railroad Commissioners.

Dated this 26th day of February, A. D. 1900. . .

PORTSMOUTH, KITTERY AND YORK STREET
RAILWAY.

Capital Stock Increased.

STATE OF MAINE.

In Board of Railroad Commissioners.

March 7, A. D. 1900.

To the Secretary of State:

The Portsmouth, Kittery and York Street Railway, under and by virtue of the provisions of chapter 186 of the Private and Special Laws of Maine for the year 1899 having at a legal meeting of the corporation specially notified and called for the purpose voted to increase its capital stock in the sum of thirty thousand dollars (\$30,000) for the purposes hereinafter named, and the directors of such corporation having filed their petition with this Board for the approval of the same, and notice of such petition having been given as by this Board ordered after hearing thereon on this seventh day of March, A. D. 1900, it is now determined that the said Portsmouth, Kittery and York Street Railway may increase its capital stock in the amount of thirty thousand dollars for the following purposes, to wit: For the purpose of building an extension of its present railway from its present terminus at York beach to St. Aspinquid Park in the town of York to connect with the proposed Atlantic Shore Line Railway, three thousand dollars (\$3,000); for building and equipping a steam ferry boat, fifteen thousand dollars (\$15,000); for installing a storage battery, seventy-five hundred dollars (\$7,500); for purchasing the equipment for a car body recently purchased, seventeen hundred dollars (\$1,700); for the purpose of building an additional boiler house and purchasing and setting

up a new boiler therein, twenty-eight hundred dollars (\$2,800); in all amounting to thirty thousand dollars (\$30,000); and the proceeds of said new stock shall be used for the foregoing purposes, and said corporation shall not apply such increase or the proceeds thereof to any purpose not hereinbefore specified.

This certificate is issued under the provisions of chapter 186 of the Private and Special Laws of 1899 aforesaid, and is to be recorded in the office of the Secretary of State.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board upon Application of the Lewiston, Brunswick and Bath Street Railway Company for right to extend their Road to and through the town of Freeport. Decision March 7, 1900.

To the Honorable Board of Railroad Commissioners:

Respectfully represents the Lewiston, Brunswick and Bath Street Railway, originally chartered under the name of the "Brunswick Electric Railroad Company," that it is a street railroad corporation organized under the following special legislative act, to wit, chapter three hundred and six of the Private and Special Laws of Maine for the year one thousand eight hundred and ninety-nine, entitles "An Act to incorporate the Brunswick Electric Railroad Company." That under its said charter it was and now is authorized to construct, maintain and operate a street railroad in the town of Brunswick over such streets, roads and ways therein as should be from time to time determined by the municipal officers thereof.

That your petitioner is now engaged in the lawful operation of its street railroad from Auburn through Lewiston, Lisbon, Topsham and Brunswick and thence to and into the city of Bath, and that a part of said street railroad so in operation is located, built and operated upon Maine street in said Brunswick from the Androscoggin river, thence along said Maine street past the

intersection of said Maine street with Pleasant street in said Brunswick, and thence along said Maine street across the tracks of the Maine Central Railroad Company and along the highways of said Brunswick, towards, to and into the city of Bath.

That the municipal officers of said Brunswick on the twentieth day of December, A. D. 1899, granted to your petitioner the following location in said Brunswick, with the following courses, distances and boundaries, and that your petitioner accepted said location and now holds the same. * * * * *

Your petitioner files herewith a plan of the aforesaid proposed line on an appropriate scale, defining its courses, distances and boundaries, and the written approval of the proposed route and location as to streets, roads and ways of the municipal officers of the town of Freeport and of the town of Brunswick, in which towns said railroad is to be constructed, and also a report and estimate prepared by John A. Jones, a skilled engineer.

The said town of Freeport adjoins the town of Brunswick, being other than and in addition to the towns named in the charter of your petitioner.

Your petitioner therefore represents that it has complied with the provisions of section six of chapter two hundred and sixty-eight of the Public Laws of eighteen hundred and ninety-three, as amended by chapter two hundred and forty-nine of the Public Laws of eighteen hundred and ninety-seven, and as further amended by chapter one hundred and nineteen of the Public Laws of eighteen hundred and ninety-nine.

Your petitioner therefore prays that your Honorable Board will appoint a day for a hearing hereon, that your petitioners may give such notice thereof as your Honorable Board deem reasonable and proper in order that all persons interested may have an opportunity to appear and object thereto, and that, after such notice and hearing, your Honorable Board will, in accordance with section five of chapter two hundred and forty-nine of the Public Laws of Maine for the year eighteen hundred and ninety-seven, as amended by chapter one hundred and nineteen of said Public Laws for the year eighteen hundred and ninety-nine, approve the aforesaid location, subject to the provisions of section nine of chapter two hundred and sixty-eight of the Public Laws for the year eighteen hundred and ninety-three and make

a certificate of such determination in writing to the end that your petitioner may thereupon extend, construct, maintain and operate its road to, into and through said town of Freeport.

Dated this thirtieth day of January, A. D. 1900.

Signed. Lewiston, Brunswick and Bath Street Railway,
By ALBERT H. SHAW, President.

HEATH & ANDREWS, Attorneys for Petitioner.

On the foregoing petition,

Ordered, That the petitioner shall cause to be published a true copy of said petition and this order of notice thereon three days successively in the Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, and in the Portland Express, a newspaper published at Portland in the county of Cumberland, the first publication in each paper to be at least five days before Tuesday the 20th day of February, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the town hall in Freeport at one o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send a copy of the foregoing petition and order to the municipal officers of the towns of Brunswick and Freeport, and to the general manager of the Maine Central Railroad, five days before said hearing.

Dated this 10th day of February, A. D. 1900.

JOSEPH B. PEAKS, *Chairman*,
For the Board of Railroad Commissioners of Maine.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon petition of the Lewiston, Brunswick and Bath Street Railway to extend the line of its road from Brunswick to, into and through Freeport upon which petition a hearing was had at Freeport on the 20th day of February, A. D. 1900, and which was continued to the 7th day of March, 1900, at the Railroad Commissioners' office at Augusta, at ten o'clock in the forenoon, the said petitioning company is hereby ordered to give a new notice of said hearing on the 7th day of March, by publishing a copy of this order three days successively in the Kennebec

Journal, the first publication to be five days before said 7th day of March, A. D. 1900.

Said petitioning company shall also send a copy of this said order by mail to the general manager of the Maine Central Railroad Company, and to Mr. Enoch Foster of Portland, attorney for citizens of the town of Brunswick, five days before said hearing.

Dated this 27th day of February, A. D. 1900.

JOSEPH B. PEAKS, *Chairman*,
For the Board of Railroad Commissioners of Maine.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the town hall in the town of Freeport, on the 20th day of February, A. D. 1900 at one o'clock in the afternoon.

Messrs. Heath and Andrews appeared for the petitioners.

Mr. Seth M. Carter and Mr. S. C. Perry appeared for the Maine Central Railroad Company.

Mr. Enoch Foster appeared for the following citizens of Freeport: George W. Soule, George Woodward, H. A. Waite, C. M. Chase, W. N. Anderson, W. C. Fogg, E. E. Pinkham, E. A. Soule, H. P. Townsend, C. H. Osgood, J. W. Ireson, F. M. Grant, F. S. Soule, who claimed to be interested parties, and all of said persons and corporations who appeared have been made parties of record.

Several objections were made to the proceedings. First: Mr. Foster objects that the notices in the several newspapers as ordered, misnamed the date of the charter of the Brunswick Electric Street Railroad as 1899 when it should have been 1889. This was merely a typographical error and no one was misled by it, and has been cured, if any such thing was necessary, by a new order of notice, which has been complied with.

Mr. Foster also objects to the approval of the municipal officers of the town of Freeport of the location by "streets, roads and ways" as provided by statute, and claims that it is not an approval of the location, but is an attempted "grant" to the Lew-

iston, Brunswick and Bath Street Railway Company, because the word approve is not in the paper on file.

The municipal officers of Freeport had no power to "grant," if the word grant be given its usual meaning in matters pertaining to real estate, but we regard the word "grant" in this paper, as equivalent to an approval, and the "grant" of the location by streets, roads and ways we regard as an *approval* of the location.

We think that to hold otherwise would be altogether too technical, and we overrule this objection, and find that the municipal officers of Freeport have approved the location as to "streets, roads and ways."

Mr. Foster also objects to the location in Freeport, because it is not according to statute; because he says the petition states that a "plan of the line," is filed, instead of a "map of the proposed route," and asks that all these objections be minuted and made a part of the record.

This objection depends upon a construction of the act of 1897, chapter 249, and our decision upon the construction of that act gives no occasion to make any decision upon the objection last referred to.

The main contention between the parties in this proceeding is in relation to the effect of a change in section 6 of chapter 268 of the Public Laws of 1893 as amended by chapter 84 of the Public Laws of 1895, and chapter 249 of the Public Laws of 1897, and section 2 of chapter 119 of the Public Laws of 1899.

This is an important matter, affecting large interests, not only of the petitioners, but of the citizens of the town of Freeport, who desire to be heard upon the question of location, and the public convenience of the several proposed routes; it is important, therefore, that we ascertain what was the real intention of the legislature in the enactment of the several statutes above referred to, because it is the intention of the legislature which must control, if that intention can be ascertained.

A brief history of the legislation in relation to the formation of corporations under the general law for the building of electric railroads is important in determining what was the real intention of the legislature in these enactments.

By the original street railroad act, chapter 268, Public Laws of 1893 by section 6, "every corporation, before commencing the

construction of its road must present to the Railroad Commissioners a petition for approval of location, defining its courses, distances and boundaries, accompanied with a map of the proposed route, on an appropriate scale, with the written approval of the proposed route and location as to streets, roads or ways, of the municipal officers of the cities and towns in which said railways are to be constructed in whole or in part, and with a report and estimate prepared by a skillful engineer."

Then after making conditions as to the approval of location in the streets, by the municipal officers of the town, the said section provides that "said (Railroad) Commissioners shall, upon presentation of such petition, endorse their approval thereon, and the corporation may then proceed with the construction of said road, provided it shall first file with the clerk of the county commissioners of the county in which said street railway is to be located, a map of the location, and the plan aforesaid."

We have quoted so much of said section as is necessary to understand the bearing it may have in the case at bar.

Under that act the Railroad Commissioners had a simple ministerial duty to perform. They were directed to approve the location. They had no discretion. They were obliged to do what the statute required of them.

By chapter 84 of the Public Laws of 1895, section 6 was amended so that "if the Board of Railroad Commissioners, after hearing the petition, shall approve the proposed location, and find that public convenience requires the construction of such road, it shall indorse its approval thereon."

So that by the act of 1895 the Railroad Commissioners were given judicial functions, and were required to ascertain whether public convenience required the building of the road, and if so, and if they approved the proposed location, they should then endorse their approval thereon.

By Public Laws of 1897, chapter 249, section 6 was again amended by striking out all of that part which applied to the finding of public convenience by the Railroad Commissioners, and inserting the following: "At such hearing any party claiming to be interested may appear in person or by counsel and such appearance shall be entered of record. The Board of Railroad Commissioners, after hearing the petition, shall, if they approve

such location, subject to the provisions of section 9, then determine whether public convenience requires the construction of such road, and make a certificate of such determination in writing, which certificate shall be filed with their clerk within thirty days after such hearing. Within five days after the filing of such certificate with him, said clerk shall notify all who have become parties of record as aforesaid, or their counsel, of such determination, by sending to each such party or their counsel by mail a certified copy of such certificates so filed with him. Any party of record who is dissatisfied with such determination may appeal therefrom, at any time within fifteen days from the date of filing such certificates, to the supreme judicial court next to be holden in any county where any part of said railway is located, more than thirty days from the date of filing said certificate with said clerk as aforesaid, excluding the day of commencement of the session of said court." And then the act provides the manner of such appeal.

This amendment of Public Laws 1897, chapter 249, is the one which will be referred to in this decision as "the amendment of 1897."

By the same act which made this amendment, authority was given by section 5 to a street railroad corporation organized under a special charter, to extend its railroad into adjoining towns. Section 5 is as follows: "Any street railroad corporation organized under a special legislative act may be authorized to extend, construct, maintain and operate its road to, into and through adjoining cities and towns other than and in addition to those named in its charter, by compliance with and subject to the provisions of section 6 of said chapter 268 of the Public Laws of 1893 as amended by this act."

So that a corporation organized under a special charter might extend, construct and maintain and operate its road to, into and through adjoining cities and towns other than, and in addition to those named in its charter, by compliance with and subject to the provisions of section 6 of said chapter as amended by the act of 1897.

Prior to the act of 1899, chapter 119, parties organizing a corporation under the provisions of the general street railroad law, must first present their articles of association to the Railroad

Commissioners and if they complied with sections 1 and 2 of the act of 1893, the Railroad Commissioners must so certify, and then they were entitled to a certificate from the Secretary of State, as a corporation; and then by section 6 they must again apply for a petition for location. And it was at the time of the hearing upon the petition for location that the question of public convenience was to be determined by the Railroad Commissioners, as provided by the amendment of 1895, and from their determination any interested party might appeal, as provided by the act of 1897.

In 1899 it was thought best to change the statute so that the question of public convenience might be determined at the time the articles of association were approved; and for that purpose section 6 was amended by Public Laws of 1899, chapter 119, and that portion of it which applies to the hearing by the Railroad Commissioners, on the question of public convenience, and the right to appeal from their decision was transferred from section 6, to section 3, so that section 6 as it now stands, requires nothing of the Railroad Commissioners, except the approval of the location, upon petition of the company for such approval, because the determination of the Railroad Commissioners, as to public convenience has already been required under section 3.

The petitioner in this case claims that, being a street railroad corporation organized under a special legislative act, it has the right, under section 5 of this act of 1897, to build and extend its road from Brunswick into the adjoining town of Freeport without having the question of public convenience determined by the Railroad Commissioners as provided by section 6 of the act of 1897, because its counsel claims that section 6 now has no provision requiring this and that under section 6 as it now reads the Railroad Commissioners have only the power to determine the question of location in the streets.

The attorneys for the Maine Central Railroad Company, and for the citizens of Freeport, claim that the true construction of section 5 of the statute of 1897 is that in extending such road compliance must be made with section 6 as amended by the act of 1897. That section 5, which provides that this right shall be exercised by compliance with and subject to the provisions of section 6 *as amended by this act*, is the same as though the pro-

visions of section 6 of the Public Laws of 1897 had been written into section 5, and that the proceedings must be according to section 6, as it existed in 1897, and not according to section 6 as it was amended by the act of 1899.

We have been careful to state the position of the several parties, because if the contention of the attorney for the petitioning company is correct, the Railroad Commissioners are without jurisdiction as to the question of public convenience; and consequently the citizens of Freeport have no voice whatever in the matter, and no appeal; while if the position of the attorney for the Maine Central Railroad, and the attorney for the citizens of Freeport is correct, the attorney for the petitioner admits that his company is not properly in court, and that the petition must be dismissed.

The attorney for the petitioner on the authority of Byron, Appt. 57 Me., 340, invokes the well-known rule that "in endeavoring to ascertain the meaning of a statute, all laws relating to the same subject matter are to be construed together."

Numerous other authorities are cited, but there is no occasion to refer to them, because we understand the authorities to be uniform, and the general rule necessarily without exception, that an original act and its amendments are to be read and construed as one act, with certain exceptions to which we shall hereafter allude.

But if we are to regard section 5 of the act of 1897 as a part of one and the same act, and as a part of the general street railroad law, as the attorney for the petitioner seems to do, then there is another rule equally well settled, which we must recognize, that "statute provisions, unless absolutely conflicting, are to be construed so as to make them operate harmoniously as a whole, giving to each its appropriate effect, not using one section to evade or abrogate another." Citations of decisions of this latter principle might be made *ad infinitum*, but it has its best illustration in *Collins vs. Chase*, 71 Me., 436.

By Revised Statutes, chapter 86, section 6, relating to trustee processes, it is provided that "the plaintiff may insert the names of as many persons as trustees, as he deems necessary, at any time before the process is served on the principal, but not after; and he may have further service made on any trustee, if found

expedient, if the service is afterwards made or renewed on the principal; but no costs for services shall be taxed for the plaintiff in such case, except for that last made."

By section 55 of the same act it is provided that no person shall be held as trustee "by reason of any amount due from him to the principal defendant, as wages for his personal labor, for a time not exceeding one month next preceding the service of the process, and not exceeding twenty dollars of the amount due to him as wages for his personal labor; and this is not exempt in any suit for necessities furnished him or his family."

The plaintiff in *Collins vs. Chase*, *Supra*, under authority of section 6, had service on the trustee, at the end of the month, holding up a month's wages for personal labor, and at the end of the second month had another service by which he sought to hold the two months' wages, with only the exemption of twenty dollars out of the last month's wages. And the court held that although by section 6, two services might be made, full force and effect must also be given to section 55 of the same chapter, so that one section could not be used to evade or abrogate another.

Now if this doctrine is applied to the statute in the case at bar it may be well to remember that the amendment of 1897, to which section 5 of the same act refers, was *specifically* the authority of the Railroad Commissioners to determine the question of public convenience and the right of all interested parties to appeal from the Commissioners' decision.

By the amendment of 1899 no part of section 6 was repealed, but that part of section 6 which was the amendment of 1897 was simply transferred from section 6 to section 3 of the general railroad act. The law was not changed in the least by the amendment of 1899, so far as the authority of the Railroad Commissioners was concerned, or the right to appeal by interested parties.

The amendment of 1897 is still in the statute, although it has been transferred for reasons of better practice, from section 6 to section 3; and to hold that this simple change from one section to another, abrogates the amendment of 1897, as referred to in section 5 would violate the rule laid down in *Collins vs. Chase*, *Supra*, that "statutes should be so construed as to make them

operate harmoniously as a whole, giving each section its appropriate effect, not using one section to evade or abrogate another."

But the learned counsel for the petitioner claims that section 5 of the act of 1897 provides that the proceedings in extending a railroad organized under a charter, shall be according to section 6 of the general street railroad law, and that when section 6 of the general street railroad law has been amended, the well-known rule must apply that "an amended statute is to be construed as if it read from the beginning as it does with the amendment added to or incorporated in it."

Or in another form, "an amendment of a statute by a subsequent act operates precisely as if the subject matter of the amendment had been incorporated into the prior act at the time of its adoption, so far as regards any action after the amendment is made." And he cites Black, interpretation of laws, page 357.

But while it is the general rule, that an amended statute is to be understood so far as future acts are concerned, in the same sense as if it had read from the beginning, as it reads when amended, still this rule can not be applied when the effect would be to defeat the manifest intention of the legislature in adopting the amendment. *Parsons vs. Wade*, 37 Mich., 287.

Undoubtedly as to proceedings by a street railroad corporation organized under the general law, section 6 had been amended by transposing a portion of it to section 3, and that as to all such corporations the rule invoked by the learned counsel is the proper rule. But we do not take the same view of section 5 of the act of 1897, chapter 249 as does the counsel for the petitioner.

The general street railroad law of this State applies only to those organized by articles of association, which are approved by the railroad commissioners, and the charter obtained by certificate from the Secretary of State.

When that is done, all of the sections of the whole act as amended by the several acts of the legislature apply to railroads so organized.

But by section 5 of the act of 1897 only one section of the general street railroad law, section 6, applied to railroads organized under a charter, and such an act giving a right and referring to another section as to proceedings by which the rights under it shall be obtained, must refer to the section as then existing, and not to the section as it might afterwards be amended.

In the case of *Lowell vs. Washington County Railroad*, 90 Me., 80, it was provided in the charter that in the location of its road it should locate in compliance with section 6 of chapter 51 of the Revised Statutes, the general railroad law. And the court on page 92, after repeating the section remarks, "This section is made a part of the charter of the Washington County Railroad."

The counsel for petitioner *admits* in his brief that where a special law granting a right, adopts a general law by reference, as to the method of exercising those rights, that the amendment or repeal of the general law can not effect the special, because the legislature has before it but one statute, and the two statutes are independent.

But the court in this State has gone further, and has held in *Lord vs. Collins*, 76 Me., 443, and *Collins vs. Blake*, 79 Me., 218, that where a general statute giving a lien for feeding and sheltering animals to be enforced in the same manner as liens on goods and personal baggage by inn keepers or keepers of boarding-houses, by reference, that the lien thus created must be enforced in the manner existing at the time the act was passed, and not as it might be by a future amendment of the act referred to.

The court did not seem to make any distinction in these two cases between a special act referring to a general act, and a general act giving a right and referring to another general act for the manner of enforcing it.

The same question has been recently before the court in the case of *Furbish vs. county commissioners of Kennebec county*. The case has been decided, and will be reported in the next volume of Maine reports.

The Maine Water Company, for the purposes of its incorporation, was authorized to take and hold by purchase or otherwise any lands or real estate necessary for erecting and maintaining dams, and reservoirs, and for laying and maintaining aqueducts for conducting, discharging, distributing and disposing of water, and forming reservoirs therefor.

And the act further provided that "if any person sustaining damages as aforesaid, shall not mutually agree upon the sum to be paid therefor, such person may cause his damages to be ascertained, in the same manner, and under the same conditions, restrictions and limitations as are by law prescribed in the case of damages by the laying out of highways."

The statute in relation to the law prescribed in the case of damages by the laying out of highways was subsequently amended, and the proceedings changed, and the question arose whether the proceedings for the assessment and payment of damages awarded to the petitioners became payable by the terms of the statute of 1871 when the charter was granted, or the statute as amended in 1881; and the court say, "we regard it as an established principle that when a private or special act of the legislature incorporates by reference, the provisions of an existing general statute, it means that the provisions of the general statute, in their exact form, become a part of the special statute, precisely as though those provisions were written into the special act, which is not affected by the amendment, or even by the repeal of the general statute."

And the court refers for authority, to *Collins vs. Blake*, 79 Me., 218, and says the principle is fully sustained by other authorities.

We cannot therefore make the distinction which the learned counsel for the petitioner desires us to make, between a case where a private or a special act refers to a general act, and one where a public and general act refers to another public or general act, as in the case of *Collins vs. Blake*, 79 Me., 218.

We must therefore regard it as the intention of the legislature when the act of 1897 amended section 6 of the general law, and provided by section 5 that corporations organized under a charter might have a certain right by proceeding according to section 6 as amended by this act, that they must proceed according to section 6 as it was amended by that act, and not as it might afterwards be amended, and was amended by the act of 1899.

If the construction contended for by the counsel for the petitioner is the correct one, then street railroads organized under a charter might extend into any town adjoining those mentioned in its charter, without applying to the Railroad Commissioners except so far as the location is concerned in the street, and without any right of appeal; while a corporation organized under the general law must apply to the Railroad Commissioners to determine the question of public convenience, and every party appearing and claiming to be interested parties may have an appeal.

We cannot believe that the legislature intended to make any such radical change in the street railway law of this State, and

give such diverse rights to railroads organized under charters, and those organized under the general law. As before stated, the attorney for the petitioner admits that if this construction which we put upon the statute is a correct one he has no standing in court, and as we do put that construction upon the statute we have only to decide that this petition must be *dismissed*.

Dated at Augusta this seventh day of March, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

*Petition, Order of Notice and Approval by the Board, of the
Location of the Atlantic Shore Line Railway. May 2, 1900.*

To the Honorable Board of Railroad Commissioners:

The Atlantic Shore Line Railway Company respectfully represents that it is a corporation organized under the provisions of section one of chapter one hundred and nineteen of the Public Laws for the year eighteen hundred and ninety-nine.

That the railway of said corporation is to be constructed in the city of Biddeford, and in the towns of Kennebunkport, Kennebunk, Wells, and York.

That the municipal officers of the said city of Biddeford and of the said towns of Kennebunkport, Kennebunk, Wells and York, have in writing approved the proposed route and location, hereinafter described, as to streets, roads and ways. * * * *

That the foregoing route and location is a variation from the map of the proposed route filed with your Honorable Board by your petitioner with its articles of association.

That in each and all of the cases where the aforesaid route and location is outside of the limits of any street, road or way it is impracticable to locate said railway within the limits of said streets, roads or ways.

That your petitioner files herewith a plan of the aforesaid proposed line on an appropriate scale, defining its courses, dis-

tances and boundaries, with the written approval of the proposed route and location as to streets, roads and ways of the municipal officers of said city and towns in which said railway is to be constructed, and a report and estimate prepared by Percy H. Richardson, a skilled engineer.

Wherefore your petitioner has by the said location taken, and does by said location take as for public uses for the location, construction and convenient use of its said road the land and all materials in and upon it hereinbefore described in said location, as outside of the limits of any street, road or way, and prays your Honorable Board to find that it so appears to be impracticable to locate such railway within the limits of streets, roads and ways as aforesaid, and to approve said above described location so outside the limits of any street, road or way.

Wherefore your petitioner prays that your Honorable Board will appoint a day for a hearing hereon and that after such notice thereof shall be given by your petitioner as your Honorable Board deems reasonable and proper, and, after hearing hereon, will thereupon approve such location subject to the provisions of section nine, chapter two hundred and sixty-eight of the Public Laws for the year eighteen hundred and ninety-three, and make a certificate of such determination in writing.

Dated at Sanford this third day of March, A. D. 1900.

Atlantic Shore Line Railway,

By HEATH & ANDREWS, and FRED J. ALLEN, its Attorneys.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, omitting therefrom description of courses and distances, and this order of notice thereon, three days successively in the Biddeford Daily Journal, a newspaper published at Biddeford in the county of York, the first publication in said paper to be at least five days before Tuesday the thirteenth day of March, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the Hotel Thacher in said Biddeford at nine o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Biddeford and the towns of Kennebunkport, Kennebunk, Wells

and York, and to the Boston and Maine Railroad Company, care of Lucius Tuttle, president, at least five days before said hearing.

J. B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Date this third day of March, A. D. 1900.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place stated in said order, and then proceeded to view the route of the Atlantic Shore Line Railroad, which is described in the foregoing petition as to courses, distances and boundaries.

The route had been first approved in writing by the municipal officers of the city of Biddeford, the towns of Kennebunk, Kennebunkport, Wells and York, which said approval is filed with the Board of Railroad Commissioners.

A portion of the location is outside of the limits of any streets, roads or ways; but we find that it is impracticable to locate said railway within the limits of any streets, roads and ways, and we therefore approve such portion of said railway as is outside of said streets, roads and ways.

After viewing the route and hearing the testimony in relation to the matter, we have determined to approve, and do hereby approve all of the location described in the petition, except that portion in the city of Biddeford commencing at the center of Adams street, being the point of beginning, to the junction of Granite and Cottage streets, in said Biddeford. The last named portion of the route and location we do not at present approve.

Dated this second day of April, A. D. 1900.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board, on Application of the Bangor and Aroostook Railroad Company for a change in Location between Blanchard and Moosehead Lake. Decision April 4, 1900.

To the Honorable Railroad Commissioners of the State of Maine:

Respectfully represents the Bangor and Aroostook Railroad Company that it deems it necessary and expedient that the present location of the line of its road between Blanchard and the foot of Moosehead lake, all in Piscataquis county be changed.

A map drawn on an appropriate scale, showing the center line of the present location, and the center line of the location changed as proposed, accompanies this petition, together with a description (by courses and distances) of the center line of said location changed as proposed.

The changed location will cover a width of four rods, viz: two rods on each side of said center line, except where a greater width is necessary for excavation or embankment.

As appears by said map, all the changes are slight, and all are rendered necessary and expedient by improvements lately made.

Your petitioner therefore asks your Honorable Board to approve such changed location and such changes in the said location and prays that it may make such changes under the direction of your Honorable Board as by law provided.

BANGOR, March 1, 1900.

Bangor and Aroostook Railroad Company,
By APPLETON & CHAPLIN, its Attorneys.

On the foregoing petition,

Ordered, That the petitioners cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Bangor Daily News, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Wednesday the 4th day of April, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the Bangor House, in Bangor, at five o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition

and order to the municipal officers of the towns of Shirley, Blanchard and Greenville.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this twenty-fourth day of March, A. D. 1900.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice was given as ordered, and the Board met at the time and place mentioned in said order, and gave a hearing to all parties interested.

Messrs. Appleton and Chaplin appeared for the petitioner.

No one appeared for the municipal officers of Blanchard, Shirley, or Greenville, or the county commissioners of Piscataquis county.

This is a petition to change the location of the Bangor and Aroostook Railroad, formerly the Bangor and Piscataquis Railroad, from the original location, for the purpose of straightening curves, avoiding trestles, and for making improvements generally upon the lines, and the changes asked for are hereby authorized by said Board of Railroad Commissioners, according to the map and plan filed with the Board; and the said Railroad Company may take such land as is required for said purposes, and specified in said petition, and it may make such changes in its location as herein asked for.

Dated this fourth day of April, A. D. 1900.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition, Order of Notice and Action of the Board on Application of the Georges Valley Railroad Company for the taking of Land in Union for Track purposes. May 22, 1900.

To the Honorable Railroad Commissioners of the State of Maine:

The Georges Valley Railroad Company, a railroad corporation duly established under the laws of the State of Maine, respectfully represents that its railroad terminates at Union, Knox county, Maine; that its terminal facilities at said Union are inadequate and insufficient for the purposes and uses of said railroad; that it is necessary for said railroad corporation to purchase or take and hold, as for public uses, land in said Union necessary for tracks, side-tracks, stations and freight houses; that a very large proportion of the land which it is necessary to take for said purpose is owned by F. A. Alden of said Union; that a small piece thereof is owned by W. A. Bessey of said Union, and another small piece by C. R. Dunton of Bangor, G. H. Dunton of Winterport, Ellen Burkett of Union, Lucy Burton of Rockland, Sophia Welt of Rockland, all in the State of Maine, and Retta Hawes of Vallejo, California, as heirs at law of John F. Dunton, late of said Union, deceased, the whole of said lot being bounded and described as follows:

It being a strip of land about nine hundred (900) feet in length, extending from the end of the town road leading to the depot in said Union, to the Alden brook, so-called, and being three rods wide, joining the northerly side of the present right of way of said railroad, the southerly side of said land being bounded by said right of way, and the northerly side by a line parallel thereto and distant three rods northerly therefrom, the easterly end of said strip bounded by said brook, and the westerly end by a line at the end of said road, at right angles to the northerly side of said right of way.

That the persons above named as owners of said land are the only persons interested therein; that they do not consent to the purchase or to the taking and holding of the same, as for public uses, by said railroad, and that the said railroad company and the said owners do not agree as to the necessity therefor or the area necessary to be taken.

Wherefore said corporation makes this written application to your Honorable Board, to take and hold, as for public uses, the land above described, in accordance with section 16, chapter 51, of the Revised Statutes, and prays that after notice to the said owners, viewing the premises, and hearing the parties interested therein, you will determine that the real estate herein described is necessary for the reasonable accommodation of the traffic and appropriate business of said corporation; and if all of said real estate is not necessary, how much may be necessary therefor; and will furnish said corporation with a certificate containing a definite description thereof.

UNION, ME., April 20, 1900.

Georges Valley Railroad Company,
By LITTLEFIELD, its Attorney.

Upon the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three weeks successively in the Rockland Courier Gazette, a newspaper published at Rockland in the county of Knox, the last publication in said paper to be at least fourteen days before May 22d, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the station of the Georges Valley Railroad Company, in the town of Union, at nine o'clock in the forenoon, for the purposes indicated in said petition.

Said petitioner shall serve a copy of the foregoing petition and order of notice upon F. A. Alden of said Union, fourteen days prior to said hearing, and shall send a copy of the same petition and order by registered mail to each of the other parties named in said petition as owners, twenty days before said time of hearing.

Dated this 20th day of April, A. D. 1900.

JOSEPH B. PEAKS, *Chairman*,
Of Board of Railroad Commissioners of Maine.

Dismissed by request of the petitioners May 22, 1900.

Per order of the Board.

E. C. FARRINGTON, Clerk.

Petition, Order of Notice and Approval by the Board of Articles of Association of the Millbridge and Cherryfield Electric Railroad Company. May 2, 1900.

To the Honorable Railroad Commissioners of the State of Maine:

We, the undersigned, persons named as directors in certain articles of association, made and signed for the purpose of becoming a corporation to be known as "The Millbridge and Cherryfield Electric Railroad Company," for the purpose of constructing, maintaining and operating a street railway of standard gauge, beginning at a point in the town of Cherryfield, so as to connect with the Washington County Railroad, at or near the Upper Corner, so-called, to a point in the town of Millbridge, both in the county of Washington, and State of Maine, respectfully ask that the annexed articles of association be approved.

Dated at Millbridge, county of Washington, State of Maine, this first day of March, A. D. 1900.

Directors named in the articles of association :

Frederick Yates,
C. E. Goodwin,
James O. Bradbury,
E. K. Wilson,
J. G. Gay,
E. A. Hubbard.

Know all men by these presents, that we, the undersigned, being not less than five persons, a majority of whom are residents of the State of Maine, under and in pursuance of an act of the legislature of the State of Maine, entitled, "An Act to regulate the organization and control of street railroads," approved March 28, 1893, (it being chapter 268 of the Public Laws of 1893), and the acts amendatory thereof, and supplementary thereto, have associated ourselves together for the purpose of constructing, maintaining and operating, by electricity or compressed air, a street railroad for the public use and for street traffic, for the conveyance of persons and property, and for that purpose have made, signed and executed these articles of association.

Article 1. The corporate name of said company shall be the Millbridge and Cherryfield Electric Railroad Company.

Article 2. The gauge of the road of said company shall be four feet, eight and one-half inches.

Article 3. The places, cities and towns from which, in which and to which the road of said company is to be constructed, maintained and operated, are from a point in the town of Cherryfield, so as to connect with the Washington County Railroad, at or near the Upper Corner, so-called, to a point at or near the junction of Main street and the Steuben road, so-called, near the store of A. Wallace, in the town of Millbridge, both in the county of Washington, and the State of Maine.

Article 4. The length of the road of said company, as nearly as may be, is to be six miles.

Article 5. The amount of the capital stock of said company shall be sixty thousand dollars.

Article 6. The number of shares of which said capital stock shall consist, shall be six hundred shares, of the par value of one hundred dollars each.

Article 7. The names and places of residence of the persons who shall act as directors of said company, and manage its affairs until others are chosen in their places, are as follows:

Frederick Yates, Biddeford, Me.; C. E. Goodwin, Biddeford, Me.; James O. Bradbury, Saco, Me.; E. K. Wilson, Cherryfield, Me.; J. G. Gay, Millbridge, Me.; E. A. Hubbard, Biddeford, Me.

In witness whereof, we have hereunto subscribed our respective names and places of residence, and we do hereby severally agree to take in good faith the number of shares of capital stock of said company set opposite our respective names.

Frederick Yates, Biddeford, Me.; 196 shares; C. E. Goodwin, Biddeford, Me., 196 shares; James O. Bradbury, Saco, Me., 196 shares; E. K. Wilson, Cherryfield, Me., 1 share; J. G. Gay, Millbridge, Me., 1 share; E. A. Hubbard, Biddeford, Me., 10 shares.

Dated at Millbridge, county of Washington, State of Maine, this first day of March, A. D. 1900.

We, being the directors named in the foregoing articles of association, all of whom are citizens of the State of Maine, being duly sworn, depose and say that the whole amount of the capital stock named in the said articles of association hereto annexed, has been in good faith subscribed by responsible parties; that five

per cent has been paid thereon in cash to the directors named in said articles of association, and that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association.

Frederick Yates,
C. E. Goodwin,
James O. Bradbury,
E. A. Hubbard.

March 6, 1900.

State of Maine, York ss.

Then personally appeared the above named directors, and made oath to the truth of the foregoing statement by them severally subscribed.

Before me,

JOHN P. DEERING, Notary Public.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Bangor Daily News, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Thursday the 5th day of April, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the Cherryfield House in Cherryfield at eleven o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the county commissioners of Washington county, also to the municipal officers of the towns of Cherryfield and Millbridge.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 24th day of March, A. D. 1900.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order, and the hearing was thence continued to be heard immediately at the town hall in the village of Cherryfield.

Mr. J. O. Bradbury and Mr. E. A. Hubbard appeared for the petitioners.

The municipal officers of Harrington and Cherryfield, and the county commissioners all appeared, but there was no objection to the granting of the petition as prayed for.

We are satisfied that in the articles of association all the provisions of sections 1 and 2 of chapter 268 of the Public Laws of 1893, as amended, have been complied with, and we hereby approve and endorse the same.

As to the question of public convenience there is but one sentiment among the business men of the towns of Cherryfield and Millbridge, and that is that public convenience requires the building of this road.

After full hearing of the matter, and taking into consideration the business interests of the two towns, and the lack of any railroad facilities between the two places, we have no hesitation in deciding that public convenience requires the building of an electric railroad from Millbridge to Cherryfield, and we decide accordingly.

Dated at Augusta. this second day of May, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board Approving the extension of the Kingfield and Dead River Railway. Decision May 3, 1900.

To the Honorable Board of Railroad Commissioners of the State of Maine:

The Kingfield and Dead River Railway Company, a corporation duly established and existing under the general laws of the State of Maine, respectfully represents:

1. That said company is now maintaining and operating under an agreement with the Franklin and Megantic Railway Company a railroad for public use in the transportation of persons and property from its junction with said Franklin and Megantic Railroad at Kingfield to its terminus at Carrabasset station in the township of Jerusalem, both in the county of Franklin and State of Maine, a distance of about ten miles, with an established gauge of less than four feet, eight and one-half inches.

2. That said company is desirous of extending for public convenience its said railroad with its present gauge from its present terminus at Carrabasset station through said township of Jerusalem to a station to be called Bigelow on the northeasterly side of the county road leading from Carrabasset to Stratton, in the "2,000 Acre Tract," so-called, in the township of Crockertown, the length of said extension to be about six miles and said extension being more particularly described as follows:

Beginning on the tangent that runs north 14 deg. west by the Carrabasset freight house 468 ft. from the north end of the building and continuing on that course 550 ft. to sta. 5 plus 50 to point of curve; 4 deg. or (1,432.7 ft. radius) right 150 ft. to sta. 7; thence N. 8 deg. W. 100 ft. to sta. 8 P C 2 deg. 24 m. left 250 ft. to sta. 10 plus 50; thence N. 14 deg. W. 50 ft. to sta. 11 P. C. 9 deg. 10 m. right 300 ft. to sta. 14; thence N. 13 deg. 30 m. E. 30 ft. to sta. 14 plus 30 P C 11 deg. 14 m. left 270 ft. to sta. 17; thence N. 16 deg. 50 m. W. 250 ft. to sta. 19 plus 50 P C 2 deg. 53 m. left 350 ft. to sta. 23; thence N. 26 deg. 55 m. W. 700 ft. to sta. 30 P C 4 deg. 58 m. left 250 ft. to sta. 32 plus 50; thence N. 14 deg. 30 m. W. 450 ft. to sta. 37 P C 4 deg. left 230 ft. to sta. 39 plus 30; thence N. 23 deg. 42 m. W. 370 ft.

to sta. 43 P C 5 deg. 55 m. left 600 ft. to sta. 49; thence N. 59 deg. 32 m. W. 3,400 ft. to sta. 83 P C 6 deg. left 200 ft. to sta. 85; thence N. 71 deg. 32 m. W. 100 ft. to sta. 86 P C 2 deg. 30 m. right 100 ft. to sta. 87; thence N. 69 deg. 02 m. W. 100 ft. to sta. 88 P C 4 deg. left 146.7 ft. to sta. 89 plus 46.7; thence N. 74 deg. 45 m. W. 103.3 ft. to sta. 90 plus 50 P C 8 deg. 29 m. right 380 ft. to sta. 94 plus 30; thence N. 42 deg. 39 m. W. 70 ft. to sta. 95 P C 6 deg. 42 m. left 150 ft. to sta. 96 plus 50; thence N. 53 deg. 14 m. W. 120 ft. to sta. 97 plus 70 P C 7 deg. 30 m. left 190 ft. to sta. 99 plus 60; thence N. 67 deg. 29 m. W. 100 ft. to sta. 100 plus 60 P C 9 deg. 17 m. left 540 ft. to sta. 106; thence S. 62 deg. 19 m. W. 70 ft. to sta. 106 plus 70 P C 10 deg. 26 m. right 230 ft. to sta. 109; thence S. 86 deg. 19 m. W. 100 ft. to sta. 110 P C 7 deg. 24 m. right 500 ft. to sta. 115; thence N. 56 deg. 41 m. W. 50 ft. to sta. 115 plus 50 P C 12 deg. 16 m. left 75 ft. to sta. 116 plus 25; thence N. 65 deg. 53 m. W. 50 ft. to sta. 116 plus 75 P C 10 deg. 30 m. left 276.2 ft. to sta. 119 plus 51.2; thence S. 85 deg. 7 m. W. 176.1 ft. to sta. 121 plus 27.3 P C 3 deg. 40 m. right 672.7 ft. to sta. 128; thence N. 70 deg. m. W. 160 ft. to sta. 129 plus 60 P C 7 deg. 15 m. right 301.1 ft. to sta. 132 plus 61.1; thence N. 48 deg. 23 m. W. 389 ft. to sta. 133 P C 10 deg. 12 m. left 288.9 ft. to P C C 135 plus 50; thence 5 deg. 15 m. left 454 ft. to sta. 140 plus 04; thence S. 82 deg. 17 m. W. 126 ft. to sta. 141 plus 30 P C 3 deg. 22 m. right 230 ft. to sta. 143 plus 60; thence N. 89 deg. 58 m. W. 1,101.3 ft. to sta. 154 plus 61.3 P C 2 deg. 30 m. right 638.7 ft. to sta. 161; thence N. 74 deg. W. 200 ft. to sta. 163 P C 3 deg. 45 m. left 348.9 ft. to sta. 166 plus 48.9; thence N. 87 deg. .05 m. W. 651.1 ft. to sta. 173 P C 4 deg. right 527 ft. to sta. 178 plus 27; thence N. 66 deg. W. 973 ft. to sta. 188 P C 5 deg. 40 m. left 541.2 ft. to sta. 193 plus 41.2; thence S. 83 deg. 20 m. W. 2,258.8 ft. to sta. 216 P C 9 deg. 12 m. right 454.7 ft. to sta. 220 plus 54.7; thence N. 54 deg. 50 m. W. 54.8 ft. to sta. 221 plus 09.5 P C 3 deg. 30 m. left 930.5 ft. to sta. 230 plus 40 P C; thence 6 deg. 40 m. left 220 ft. to sta. 232 plus 60; thence S. 77 deg. 56 m. W. 85.8 ft. to sta. 233 plus 45.8 P C 4 deg. right 454.2 ft. to sta. 238 (crossed the west line of Jerusalem on to Crockertown 2,000 acres sta. 238 plus 82); thence N. 83 deg. 45 m. W. 3,200 ft. to sta. 270 P C 6 deg. left 518 ft. to sta. 275 plus 18; thence S. 65 deg. 01 W. 157 ft. to sta. 276 plus 75 P C 6 deg. right

438.3 ft. to sta. 281 plus 13.3; thence N. 88 deg. 41 m. W. 946.7 ft. to sta. 290 plus 60 P C 3 deg. 40 m. left 407.8 ft. to sta. 294 plus 67.8; thence S. 76 deg. 21 m. W. 1,802.2 ft. to sta. 312 plus 70 P C 10 deg. left 150 ft. to sta. 314 plus 20; thence S. 61 deg. 21 m. W. 60 ft. to sta. 314 plus 80; thence to the northeasterly side of the county road at sta. 316 plus 75.

Said location covers a width of four rods, being two rods on each side of the center line above described.

Said petitioner files herewith a map of the route of the proposed extension on an appropriate scale, with a profile of the line on the relative scales of profile paper in common use, and with a report and estimate prepared by a skillful engineer from actual survey.

3. Your petitioner further represents that the amount of capital stock subscribed for the construction of said extension exceeds \$3,000 per mile, and that all legal requirements in connection with said subscription have been complied with.

Wherefore your petitioner prays; that after due notice and hearing, the location of said extension may be approved, and your petitioner may be authorized to construct, maintain and operate said extension.

Dated at Gardiner, Me., this 3rd day of April, 1900.

Kingfield and Dead River Railway Company,

By LESLIE C. CORNISH, its Attorney.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication in said paper to be at least five days before Thursday the 12th day of April, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the railroad station at Carrabasset at nine o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the county commissioners of Franklin county, before the date of said hearing.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this fourth day of April, A. D. 1900.

To the Honorable Board of Railroad Commissioners of the State of Maine:

AMENDMENT TO PETITION FOR LOCATION OF EXTENSION.

The Kingfield & Dead River Railway Company at the hearing upon its petition for location of extension held at Carrabasset on the 12th day of April, 1900, comes and by leave of your Honorable Board, first had and obtained during said hearing, makes the following amendment to its petition now pending before your Honorable Board, to wit:

Strike out in lines 13, 14 and 15 of paragraph 2 on page 3 of said petition the following words:

"1,802.2 ft. to sta. 312 plus 70 P C 10 deg. left 150 ft. to sta. 314 plus 20; thence S. 61 deg. 21 m. W. 60 ft. to sta. 314 plus 80; thence," and insert instead thereof the following:

"2,207.2 ft.," so that said sentence as amended shall read as follows:

"Thence S. 76 deg. 21 m. W. 2,207.2 ft. to the northeasterly side of the county road at sta. 316 plus 75."

Kingfield and Dead River Railway Company,
By LESLIE C. CORNISH, its Attorney.

In Board of Railroad Commissioners.

On the 12th day of April, 1900, the petitioner offered the foregoing amendment to its location of extension, which amendment is hereby allowed by the Board and the location is hereby amended.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

STATE OF MAINE.

In Board of Railroad Commissioners.

In accordance with the foregoing petition, notice was given as ordered, and the Board met at the time and place named in said order, and gave a hearing to all parties interested.

Mr. L. C. Cornish appeared for the petitioner. No person appeared in opposition.

The petition asks for authority to extend the Kingfield and Dead River Railroad from its present terminus to Bigelow, about six miles, as is more fully set forth in said petition and shown on accompanying map.

The Board finding that all the requirements of the Revised Statutes have been complied with, and that public convenience requires the extension of said road to the points and places named in said petition, do hereby approve of said location, and authorize the said extension according to the line and location stated in said petition.

Dated at Augusta, this third day of May, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board Approving the Location of a Branch Track and the crossing of a Highway on the extension of the Kingfield and Dead River Railway. Decision May 3, 1900.

To the Honorable Board of Railroad Commissioners of the State of Maine:

The Kingfield and Dead River Railway Company, a corporation duly established and existing under the laws of the State of Maine, respectfully represents:

1. That said company is now maintaining and operating under an agreement with the Franklin and Megantic Railway Company, a railway for public use in the transportation of persons and property from its junction with said Franklin and Megantic Railroad at Kingfield to its terminus at Carrabasset station in the township of Jerusalem, both in the county of Franklin and State of Maine, a distance of about ten miles, with an established gauge of less than four feet, eight and one-half inches.

2. That said company has filed with your Honorable Board a petition for the location of an extension of its said railroad,

with its present gauge, from its present terminus at Carrabasset station through said Jerusalem township to a station to be called Bigelow on the northeasterly side of the county road leading from Carrabasset to Stratton, in the "2,000 acre tract," so-called, in the township of Crockertown, the length of said extension to be about six miles, and said extension being particularly described in said petition and in the plan and survey filed therewith.

3. That said company is also desirous of locating, constructing and maintaining a branch track extending from a point near its proposed terminus at said Bigelow station on the northeasterly side of the county road before mentioned to a mill across said county road in said 2,000 acre tract to a station marked 318 on said map, said location to cover a width of four rods, being two rods on each side of said center line. The route of said proposed branch track is more fully designated on the map filed herewith.

And your petitioner further alleges that it is impracticable for said branch track to cross said highway otherwise than at grade therewith.

4. Wherefore your petitioner prays that after due notice and hearing, your petitioner may be authorized to locate, construct, maintain and operate said branch track and to cross said highway at grade therewith.

Dated at Gardiner, Maine, this 3rd day of April, 1900.

Kingfield & Dead River Railway Company,

By LESLIE C. CORNISH, its Attorney.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition and this order of notice thereon, three days successively in the Daily Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, the first publication in said paper to be at least five days before Thursday, the 12th day April, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the Railroad Station at Carrabasset at nine o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the county commissioners of Franklin county before the date of said hearing.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this fourth day of April, A. D. 1900.

To the Honorable Board of Railroad Commissioners of the State of Maine:

AMENDMENT TO PETITION FOR BRANCH TRACK.

The Kingfield & Dead River Railway Company, at the hearing upon its petition for location of a branch track, held at Carra-basset on the 12th day of April, 1900, comes and by leave of your Honorable Board first obtained and during said hearing, makes the following amendment to its petition now pending before your Honorable Board, to wit:

Insert between the word "map" and the words "said location" in the 6th line of paragraph 3 of said petition the following words:

"Beginning on the main line at station 312 plus 70; thence by a 10 deg. curve to the left 150 ft. to sta. 314 plus 20; thence S. 61 deg. 21 m. W. 60 ft. to sta. 314 plus 80; thence by a 7 deg. 30 m. curve to the right 320 ft. to sta. 318."

Kingfield & Dead River Railway Company,
By LESLIE C. CORNISH, its Attorney.

In Board of Railroad Commissioners.

On the 12th day of April, A. D. 1900, the petitioner offered the foregoing amendment to its petition for location of branch track, which amendment is hereby allowed by the Board and said location is hereby amended according to said amendment.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place stated in said order and gave a hearing to all parties appearing.

No one appeared to oppose the location and crossing as prayed for in said petition.

Mr. Leslie C. Cornish of Augusta, appeared for the petitioners.

The branch track which the petitioners desire to construct is to connect, by further track or ways, the main line and an extensive mill property. The track can be but little used, and there can be no reasonable objection to permitting said track to cross the highway named at grade.

We therefore approve the location of said branch track, as shown on the plan herewith duly signed and approved. And we further determine and order that said branch track shall be constructed so as to cross said highway at grade therewith, and that the conditions of said crossing shall be as follows:

The approaches on each side of the track within the location of the railroad, shall be as wide as the way is now constructed, and not steeper than one foot elevation to every twenty feet out from said railroad track. Said crossing and approaches shall be made and maintained by said railroad company, in such manner that the same shall be safe and convenient for travellers on said road with horses, teams and carriages. Suitable provision shall also be made for surface drainage.

Dated at Augusta this third day of May, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

BENTON AND FAIRFIELD RAILWAY.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Benton and Fairfield Railway from Bridge street, via Island street and land of Somerset Fiber Company, to the Maine Central Railroad, all in the town of Fairfield, a distance of sixty-four one hundredths miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated this 11th day of May, A. D. 1900,

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition, Order of Notice and Action of the Board on Application of the Augusta & Togus Railway Company for Approval of Articles of Association. May 29, 1900.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, who have been chosen as directors of a company to be formed for the purpose of constructing and operating a street railroad, from the track of the Augusta, Hallowell & Gardiner Railroad Company, on Water street in the city of Augusta, near the west end of Kennebec bridge, through ways, and streets in the city of Augusta and the town of Chelsea, to a point in the town of Chelsea near the Soldiers' Home, to be known by the name of the Augusta and Togus Railway Company, hereby respectfully request that your Honorable Board will approve the articles of association of said railway company hereto annexed, accompanied with a map of the proposed route on an appropriate scale, and that you will endorse said approval in writing upon said articles.

Your petitioners further aver that public convenience requires the construction of said railroad.

They therefore pray that your Honorable Board will, after notice and hearing, find that all of the provisions of sections one and two of chapter two hundred and sixty-eight of the Public Laws for the year eighteen hundred and ninety-three, and amendments thereto, have been complied with and that public convenience requires the construction of said railroad.

Dated at Augusta, Maine, May 14, 1900.

(Signed)

A. F. Gerald,

S. A. Nye,

A. B. Page.

We, the undersigned, A. F. Gerald, S. A. Nye, E. J. Lawrence, A. B. Page and Charles F. Johnson, all of whom are citizens of the State of Maine, hereby sign the following articles of association to form a company for the purpose of constructing, maintaining and operating by electricity a street railroad for public use, for street traffic and for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be the Augusta and Togus Railway Company.

The gauge of the road is four feet eight and one-half inches.

The places, cities and towns from which, in which and to which the road is to be constructed, maintained and operated are from the track of the Augusta, Hallowell & Gardiner Railroad Company, on Water street in the city of Augusta, near the west end of Kennebec bridge, through ways and streets in the city of Augusta and the town of Chelsea, to a point in the town of Chelsea near the Soldiers' Home.

The length of such road, as nearly as may be, will be six miles.

The amount of capital stock is one hundred thousand dollars.

The number of shares of which said stock shall consist shall be one thousand.

A. F. Gerald, S. A. Nye and A. B. Page, all of whom are citizens of this State, shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

A. F. Gerald,

S. A. Nye,

E. J. Lawrence,

A. B. Page,

Charles F. Johnson.

We severally agree each to take the number of shares set against our respective names, and in token of our assent to the foregoing provisions have hereunto subscribed our names, on this fourteenth day of May, in the year of our Lord one thousand nine hundred.

A. F. Gerald, Fairfield, Me., 245 shares; S. A. Nye, Fairfield, Me., 245 shares; E. J. Lawrence, Fairfield, Me., 245 shares; A. B. Page, Fairfield, Me., 245 shares; Charles F. Johnson, Waterville, Me., 20 shares.

We, the undersigned, A. F. Gerald, S. A. Nye and A. B. Page, named as directors in the articles of association of the foregoing Augusta and Togus Railway Company, on oath depose and say that one thousand shares of the capital stock of said company, being the total amount of said stock, have been in good faith subscribed, by responsible parties, and that five per cent has been paid thereon in cash to us as the directors named in the articles of association, and further that it is intended in good faith to construct, maintain and operate the road mentioned in such articles of association, and this affidavit we make by endorsing on said articles, as required by the general laws of the State of Maine.

Dated this 14th day of May, A. D. 1900.

A. F. Gerald,
S. A. Nye,
A. B. Page.

STATE OF MAINE.

Kennebec ss.

May 14, 1900.

Personally appeared A. F. Gerald, S. A. Nye and A. B. Page, and made oath that the foregoing statement by them subscribed is true.

Before me,

CHARLES F. JOHNSON, Justice of the Peace.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication in

said paper to be at least five days before Monday the 21st day of May, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at 10 o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Augusta, and town of Chelsea, the Augusta, Hallowell & Gardiner Railroad Company, Mr. S. H. Allen, Governor of the Home for Disabled Soldiers, and the Kennebec Central Railroad Company, five days at least before date of hearing.

J. B. PEAKS, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this 14th day of May, A. D. 1900.

The petitioners were granted leave to withdraw.

Per order of the Board,

E. C. FARRINGTON, Clerk.

May 29, 1900.

Petition, Order of Notice and Approval of the Board of the Articles of Association of the Augusta and Togus Railway Company. June 6, 1900.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, who have been chosen as directors of a company to be formed for the purpose of constructing and operating a street railroad, from the track of the Augusta, Hallowell & Gardiner Railroad Company, on Water street in the city of Augusta, near the west end of Kennebec bridge, through ways and streets in the city of Augusta to a point in the Spring road, so-called, in the city of Augusta, near the line between the city of Augusta and the town of Chelsea, to be known by the name of the Augusta and Togus Railway Company, hereby respectfully request that your Honorable Board will approve the articles of association of said railway company hereto annexed accompanied with a map of the proposed route on an appropriate scale, and that you will endorse said approval in writing upon said articles.

Your petitioners further aver that public convenience requires the construction of said railroad.

They therefore pray that your Honorable Board will, after notice and hearing, find that all of the provisions of sections one and two of chapter two hundred and sixty-eight of the Public Laws for the year eighteen hundred and ninety-three, and amendments thereto, have been complied with and that public convenience requires the construction of said railroad.

Dated at Augusta, Maine, May 21, 1900.

A. F. Gerald,
S. A. Nye,
E. J. Lawrence,
Geo. E. Macomber,
Thomas J. Lynch.

We, the undersigned, A. F. Gerald, S. A. Nye, E. J. Lawrence, A. B. Page, Charles F. Johnson, Thomas J. Lynch and George E. Macomber, all of whom are citizens of the State of Maine, hereby sign the following articles of association to form a company for the purpose of constructing, maintaining and operating by electricity a street railroad for public use, for street traffic and for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be the Augusta and Togus Railway Company.

The gauge of the road is four feet eight and one-half inches.

The places, cities and towns from which, in which and to which the road is to be constructed, maintained and operated are from the track of the Augusta, Hallowell and Gardiner Railroad Company, on Water street, in the city of Augusta, near the west end of Kennebec bridge, through ways and streets in the city of Augusta to a point in the Spring road, so called, in the city of Augusta, near the line between the city of Augusta and the town of Chelsea.

The length of such road, as nearly as may be, will be six miles.

The amount of capital stock is one hundred thousand dollars. The number of shares of which said stock shall consist, shall be one thousand.

A. F. Gerald, S. A. Nye, E. J. Lawrence, Thomas J. Lynch, and Geo. F. Macomber, all of whom are citizens of this State.

shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

A. F. Gerald,
S. A. Nye,
E. J. Lawrence,
A. B. Page,
Geo. E. Macomber,
Thomas J. Lynch,
Charles F. Johnson.

We severally agree each to take the number of shares set against our respective names, and in token of our assent to the foregoing provisions have hereunto subscribed our names, on this twenty-first day of May in the year of our Lord one thousand nine hundred.

S. A. Nye, Fairfield, Me., 240 shares; E. J. Lawrence, Fairfield, Me., 240 shares; A. F. Gerald, Fairfield, Me., 240 shares; Geo. E. Macomber, Augusta, Me., 10 shares; A. B. Page, Fairfield, Me., 240 shares; Thomas J. Lynch, Augusta, Me., 10 shares; Charles F. Johnson, Waterville, Me., 20 shares.

We, the undersigned, A. F. Gerald, S. A. Nye, E. J. Lawrence, Geo. E. Macomber, and Thomas J. Lynch, named as directors in the articles of association of the foregoing Augusta and Togus Railway Company, on oath depose and say that one thousand shares of the capital stock of said company, being the total amount of said stock, have been in good faith subscribed, by responsible parties, and that five per cent has been paid thereon in cash to us as the directors named in the articles of association, and further that it is intended in good faith to construct, maintain, and operate the road mentioned in such articles of association, and this affidavit we make by endorsing on said articles, as required by the general laws of the State of Maine.

Dated this 21st day of May, A. D. 1900.

A. F. Gerald,
S. A. Nye,
E. J. Lawrence,
Geo. E. Macomber,
Thomas J. Lynch.

STATE OF MAINE.

May 21, 1900.

Kennebec ss.

Personally appeared A. F. Gerald, S. A. Nye, E. J. Lawrence, Thomas J. Lynch and George E. Macomber, and made oath that the foregoing statement by them subscribed is true.

Before me,

CHARLES F. JOHNSON, Justice of the Peace.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication in said paper to be at least five days before Tuesday the 29th day of May, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Augusta and town of Chelsea, the Augusta, Hallowell & Gardiner Railroad Company, Mr. S. H. Allen, Governor of the Home for Disabled Soldiers and the Kennebec Central Railroad Company, five days at least before the date of hearing.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 21st day of May, A. D. 1900.

STATE OF MAINE.

In Board of Railroad Commissioners.

Present: Commissioners Peaks and Chadbourne.

Upon the foregoing petition, notice having been given as ordered, the Board met at the Railroad Commissioners' office in the State House at Augusta on the 29th day of May, A. D. 1900, at ten o'clock in the forenoon, and thereupon adjourned to the senate chamber in the capitol.

Mr. Charles F. Johnson appeared for the petitioners.

Mr. L. C. Cornish and Mr. T. J. Lynch appeared for the Augusta, Hallowell and Gardiner Railroad Company.

Mr. A. M. Spear and Mr. A. C. Stilphen appeared for the Kennebec Central Railroad Company.

Mr. John Marshall Brown appeared for the National Home for Disabled Soldiers.

The main question to be determined in this proceeding is whether public convenience requires the building of an electric railroad from Water street in Augusta to or near to the Soldiers' Home, so-called, in the town of Chelsea.

The articles of association and a plan of the proposed route locate the road, however, wholly within the city of Augusta.

Objections to the granting of this charter are made in writing, by Mr. John Marshall Brown on behalf of the board of managers of the institution known as the Soldiers' Home at Togus. It is claimed that the present facilities afforded by the Kennebec Central Railroad are ample to supply all the requirements of the inmates and officers of the institution; that the inmates are not supposed to travel very much, and that such a railroad as is here proposed, would give the inmates an opportunity to spend unnecessarily the little income which they receive from pensions; that it would serve to make the discipline more difficult, and be a menace to the interests of the institution in many ways.

It is also urged by the Kennebec Central Railroad Company that its road now furnishes reasonable facilities for all travel to the said Togus Home, even from the city of Augusta, and that most of the travel by the proposed electric road if constructed, would be simply that of sightseers and people "on pleasure bent," and that it would serve no public convenience.

The Kennebec Central Railroad Company also contends that the proposed road would be in some ways and to some extent a competing road with the Kennebec Central, in effect serving the same people; and that it is and has been the policy of the Board of Railroad Commissioners to refuse a charter for a railroad, which is to serve the same purposes of a road already existing; and its counsel cites the decision made by this Board upon the petition for a location of the Oxford County Railroad from Rumford Falls to Bryant's pond.

It is contended, however, by the petitioners, that the public convenience of the people of Augusta, the capital city of the State, and of the many people in other portions of the State who come here on business requires the construction of an electric

railroad on the east side of the river in Augusta, to the Insane Hospital and further east near the Togus Home. That no good reason can be assigned why the people of Maine and of its capital city should be shut out from whatever conveniences such a road would be to them, although all the requirements of the Home may be reasonably served by the Kennebec Central Railway; and that a large number of people would patronize the proposed road who do not and will not travel by the Kennebec Central Railroad, because that road does not furnish a convenient route from Augusta to Togus.

These claims upon the one side and upon the other are important, and deserve careful consideration.

An examination of the decision in the matter of the Oxford County Railroad, decided by this Board on October 30th, A. D. 1897, and published on page 109 of the report of that year, will disclose that the principal reason given by the Board for disallowing that charter was the interpretation which the Board put upon the act of the legislature in relation to the Rumford Falls and Buckfield Railroad.

In 1887 the latter railroad only extended to Canton; and in January of that year a company was organized under the general law to build a railroad from Bryant's pond to Rumford Falls. Certain authority to make traffic arrangements with, or lease its right to the Grand Trunk Railway, and to issue bonds to build its road, was granted by the legislature of that year to the new road known as the Rumford Falls, Andover & Rangeley Lakes Railroad Company.

But that act contained a special provision that if the Rumford Falls & Buckfield Railroad Company, then having its terminus at Canton, should extend its railroad to Rumford Falls before the 1st day of January, 1888, the authority given to the new company should become null and void. And the Board of Railroad Commissioners construed that act to be in effect a legislative declaration that if the Rumford Falls & Buckfield Railroad Company should extend its road to Rumford Falls before January 1st, A. D. 1888, it should not be hampered by a competing line from Bryant's pond.

The Portland & Rumford Falls Railroad Company afterwards succeeded to all the rights of the Rumford Falls & Buckfield Railroad, and extended the line from Canton to Rumford Falls,

expending a large amount in so doing; and the Railroad Commissioners felt bound to recognize this legislative intent so clearly shown in the act of 1887.

How can the principle here enunciated be applied to this matter?

By an act of the legislature, chapter 529, Private and Special Laws of 1889, approved March 8, 1889, the Augusta, Hallowell and Gardiner Railroad Company was authorized to construct, maintain and use an electric railroad from such points in the city of Augusta and Hallowell, and through the town of Farmingdale, over such streets and roads therein as might from time to time be fixed and determined by the municipal officers of said cities and towns, and assented to in writing by the said corporation.

There would seem to be no doubt that under this authority so granted by the legislature, the Augusta, Hallowell & Gardiner Railroad could then have been built, or can now be constructed, over any street, or over all of the streets in the city of Augusta, whenever the municipal officers shall so fix and determine, and over the same route as is proposed in this petition and these articles of association.

The Kennebec Central Railroad Company was organized under the general law, by articles of association approved September 12, 1889, and its location was approved by the Board of Railroad Commissioners on September 27, 1889.

The latter company was therefore organized, and its road was constructed with full knowledge of its stockholders and directors, that this charter had been granted by the legislature to the Augusta, Hallowell and Gardiner Railroad Company.

We are not, therefore, able to apply to the Kennebec Central Railroad Company the principle which we recognized in the case of the Oxford County Railroad.

On the other hand the legislature of 1889 seems to have determined that public convenience did require an electric railroad in the city of Augusta, upon any street or upon all the streets where the municipal officers should fix a location; and that determination of the legislature had been written into the charter of the Augusta, Hallowell and Gardiner Railroad Company before the Kennebec Central was organized.

That grant of the legislature, we take it, is still in full force, and if the Board of Railroad Commissioners, as it did in the matter of the Oxford County Railroad, is to look at the will of the legislature, we most certainly have authority and precedent to find that public convenience does require a street railroad over the route named, and that the Kennebec Central Railroad was built, with full knowledge of this fact.

We have no doubt that a street railroad from Water street to the Insane Hospital would be a great public convenience.

We are so much impressed with this fact, that we are led to wonder why it has not been constructed before.

We do not feel so certain about the other portion of the road to Togus. Of course it will be convenient for some people,—to many people who desire to go there from Augusta. We cannot take into consideration the convenience of the people at Togus, because the inmates of the "Home" are all subject to the orders of the officers of the institution, and the latter seem to object to the building of the road in any event.

We cannot, however, feel that such a road will be so prejudicial to the interests of the Kennebec Central, as the attorneys for it claim.

Of course the Kennebec Central Railroad will lose something in passenger traffic, by the building of the proposed road.

That cannot be avoided; but the Central does not serve the same community that the electric road from Augusta would serve, because it cannot.

It is six miles from Augusta to Gardiner by steam or electric road, and five miles from Randolph to Togus by Kennebec Central Railroad.

When we add to this a foot passage across the bridge from Gardiner to Randolph, of a half mile or more, it is seemingly a much longer route than ought to be necessary for a person to travel from Augusta to Togus.

Objections are often raised to the use of narrow streets and bridges by electric cars, and when such objections have been made, we have taken that matter into consideration in determining whether public convenience required the building of the proposed road.

But if there is any one fact established by the history of society, and the new conditions growing out of it, it is that the

mode or manner of exercising the easement in our public streets, is expansive, growing, and developing as civilization advances.

It has become settled law that the easement is not limited to the particular methods in vogue when the easement was acquired, but includes all new and improved methods, the utility and general convenience of which may afterwards be discovered and developed in aid of the general purpose for which highways are designed.

And so it has come about that the conventional method of traveling in the streets by horse and carriage has to a certain extent given way to the bicycle, to the electric car, and to the automobile.

It is as impossible to ignore these new methods of travel, as it is to ignore and attempt to discard the telegraph and the telephone. Neither can we ignore the increasing demands of business and pleasure, for rapid transit. Our people are a growing people. They do more business than they formerly did, and they do it in less time. This gives more time for recreation, which they are more inclined to take, and of which they are much in need.

These latter observations may be deemed only collateral to the issue here presented, but we consider them important in consideration of the increasing requirements of the people as civilization advances.

These matters should all be guarded by a strong and fearless determination to do no harm to vested rights, and to see to it that existing interests shall not needlessly or recklessly be allowed to suffer.

Of course no fixed rule can be laid down by which the Board of Railroad Commissioners can be absolutely governed. We must in each case look at conditions as they exist, and as they may arise. These conflicting interests make it often difficult to decide these questions entirely satisfactorily to parties interested. But we cannot escape the performance of duties imposed by the legislature, and in the performance of those duties we can only give to matters a diligent consideration and our best judgment.

There is a legal objection to the granting of this petition, however, raised by the attorney of the Kennebec Central Railroad. As has been stated, the Augusta, Hallowell and Gardiner Rail-

road by its charter has a right to build and may build its road over any street in the city of Augusta, and over all of the streets embraced in the proposed location.

By section 10 of its charter "no other corporation or person shall be permitted to construct or maintain any railroad for similar purposes over the same streets as may be lawfully occupied by this corporation."

The counsel for the petitioners apparently concedes that before this new corporation can have any rights in the streets of Augusta, the Augusta, Hallowell and Gardiner Railroad Company must release to the new company all its rights under its charter, over the route proposed by the new company; and such release has been attempted by the board of directors of the Augusta, Hallowell & Gardiner Railroad Company.

But the counsel for the Kennebec Central Railroad Company contends that such a release on the part of the Augusta, Hallowell & Gardiner Railroad Company is *ultra vires*, because by section 14 of its charter it is provided that "the said corporation shall not assign its charter, directly or indirectly, or any rights under it; lease or grant the use or control of its road or any part of it, or divest itself thereof, without the consent of the legislature."

This is an important question, and one about which there may be differences of opinion. We do not think that any release by the directors of the Augusta, Hallowell & Gardiner Railroad Company, to the proposed new company, of any of its rights under its charter, is of any force or effect whatever. The by-laws of the company prescribe the power of the directors as follows:

Art. 7. "It shall be the duty of the directors and treasurer to superintend and direct the business of the corporation, in all its departments. To this end the directors shall have power to purchase and sell or cause to be purchased and sold, such real estate and personal property, and to erect such buildings and machinery, and purchase or lease such power as they may think proper. The directors may authorize the treasurer to hire such sums of money as they may deem necessary for the use of the corporation; provided they shall observe the prohibitions contained in the statutes of Maine; and any amendments that may be made

thereto. They shall superintend the conduct of the different officers and agents chosen or appointed by them, and in general shall possess and exercise all powers whenever needful, in the transaction of the business, and in all the management of the concerns of the corporation."

This clearly does not give the directors power to dispose of the franchise of the company, or any part of it; and any attempt to do so by the directors is in our judgment wholly void.

What authority the stockholders of the company might have to release any of its rights under its franchise, is not before us for decision, because no such release has been made by them; at any rate no copy of any record of such vote has been filed with the Board.

But we cannot concede what the attorney for the petitioners seems to admit; that some action by the Augusta, Hallowell & Gardiner Railroad Company, either by its stockholders or board of directors, is necessary, before the Board of Railroad Commissioners has authority to allow a road organized under the general law to occupy streets within the limits of the charter of the existing company.

This same question was before the Board in the matter of the Cape Elizabeth Street Railway Company printed in the report of the Commissioners for 1895, on pages 85-90. The matter was then complicated by a different condition—two existing charters, one under the general law and one under a special charter, and the company organized under the general law had petitioned for a location, and a decision by the Railroad Commissioners that public convenience required the building of its proposed road.

Since that decision, the legislature has amended the general railroad law by Public Laws 1899, chapter 119; so that the question of public convenience is now more logically determined before the corporation is in existence. But we cannot discover that this amendment makes any difference in the construction of the statute upon the question here presented.

In that case the chartered company had released all its rights to a location in the streets of Cape Elizabeth, to the company organized under the general law, and we held that it had a right to do so, because authorized by its charter, and we allowed the location of the new road under the general law.

If the charter of the Augusta, Hallowell & Gardiner Railroad be construed to give it an absolute right to a location in all the streets of Augusta, then it would seem that they must release that right, before the new company occupy them. But if section 15 of its charter prohibits it, then such release would be *ultra vires*, and void.

But we cannot concede that the new company has no rights until the old company has released.

The Augusta, Hallowell & Gardiner Railroad Company has no absolute authority, under its charter, to occupy any of the streets in Augusta on the east side of the river, until fixed and determined by the municipal officers of Augusta, and assented to in writing by the Augusta, Hallowell and Gardiner Railroad Company.

We said in the Cape Elizabeth matter above referred to that "the chartered company can never occupy a single street in South Portland until the location is fixed and determined by the municipal officers, and accepted in writing by the company," and "that the exclusive right is only in such streets as the company has occupied, or upon which its location has been fixed and determined by the municipal officers." And further that "it will hardly be a reasonable construction of the charter, that because of it, any corporation organized under the general law of the State, shall be forever shut out from all the streets of South Portland, and Cape Elizabeth, because the chartered company might thus forever prevent the building of a street railroad though it may never build one itself."

We further said, "we do not believe the legislature ever intended to so nullify the general law of the State. We prefer to believe that every statute and every charter enacted by the legislature is to be construed in the interest of the whole people. That while a person or corporation may properly be protected by the granting of exclusive rights, no construction ought to be put upon such legislation as will prevent everybody else from doing what such person or corporation may fail to do, in the way of great public enterprises."

Upon a careful re-examination of our decision in that case, we are fully convinced that our decision was right, and that we must apply it to the case under consideration.

If the Augusta, Hallowell & Gardiner Railroad Company does not desire to extend its road upon the east side of the river, as it evidently does not, and if the position that the latter company can not release its rights to others who desire to build is correct, the result must be that no road can be constructed upon the east side of the river in Augusta, however much the public convenience may require it. We cannot subscribe to this interpretation of the charter. We prefer to adhere to our former decision, and hold that the chartered company has no exclusive rights in the streets, until they are fixed and determined by the municipal officers, and accepted in writing by the company.

When the location is applied for, this company must first obtain the approval of the route as to streets, roads and ways by the municipal officers of Augusta. If it then appears that such an approval over the same streets has been made by the municipal officers for the chartered company, we shall be precluded from approving it by the general law of the State, section 13, Public Laws 1893, chapter 268.

Our finding therefore is that the articles of association are in compliance with sections 1 and 2 of chapter 268, Public Laws 1893, as amended, and that public convenience does require the construction of the proposed road as prayed for.

Dated at Augusta this 6th day of June, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
Railroad Commissioners of Maine.

*Petition, Order of Notice and Decision of the Board Approving
the Location of a Branch Track on M. C. R. R. in Waterville,
and the Crossing of a Street. June 6, 1900.*

*To the Honorable Board of Railroad Commissioners of the State
of Maine:*

The Maine Central Railroad Company, a corporation established under the laws of the State of Maine, respectfully represents that it is desirous of constructing and maintaining a branch railroad track in the city of Waterville, county of Kennebec and State of Maine, extending from the most westerly side track in the yard of said Maine Central Railroad Company to the manufacturing establishment of H. C. Morse.

The location of said branch track is described as follows:

The centre line commences at a stake marked "o," situated seventy-nine and three-tenths (79.3) feet distant southerly from the southerly side line of Alden street, so-called, measured upon a line which shall be parallel with and sixty-five and five-tenths (65.5) feet distant northwesterly measured at right angles from the centre line of the main track of the railroad of said company running from said Waterville to Fairfield, formerly part of the Penobscot & Kennebec Railroad; thence northerly on a $9^{\circ} 31'$ curve to the left or northerly of six hundred two and seven-tenths (602.7) feet radius a distance of seventy-five and three-tenths (75.3) feet to a stake marked $0+75.3$; thence on a $16^{\circ} 00'$ curve to the left or northerly of three hundred fifty-nine and three-tenths (359.3) feet radius a distance of fifty-two and seven-tenths (52.7) feet to a stake marked $1+28$; thence on a $16^{\circ} 00'$ curve to the right or easterly of three hundred fifty-nine and three-tenths (359.3) feet radius a distance of ninety-seven and five-tenths (97.5) feet to a stake marked $2+25.5$; thence on a line bearing northerly $50^{\circ} 30'$ easterly a distance of eighty-nine and five-tenths (89.5) feet to a stake marked $3+15$ at the end of the proposed track.

This location is to cover a width of fifteen (15) feet on each side of the above described line from stake marked "o" to stake marked $1+28$; and a width of six (6) feet on the left or northerly side and fifteen (15) feet on the right or southerly side of said line from stake marked $1+28$ to stake marked $3+15$.

The above described location is made subject to all prior rights of the Maine Central Railroad Company over and in any portion of the land covered by said location.

The above described location crosses the town way in said Waterville known as Alden street, which said location and Alden street are shown on the plan attached hereto, signed by Theo. L. Dunn, Chief Engineer.

Wherefore, the said Maine Central Railroad Company prays that your Honorable Board will approve said location; and that it may locate, construct and maintain said branch track under the direction of said Board as provided by section 18 of chapter 51 of the Revised Statutes, as amended by chapter 129 of the Public Laws of 1891; and that your Honorable Board will determine the manner and condition by which said railroad track may cross the aforesaid street.

Dated at Portland, Maine, May 8, 1900.

Maine Central Railroad Company,

By GEO. F. EVANS,

Vice President and General Manager.

WHITE & CARTER, Attorneys for Petitioner.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Waterville Evening Mail, a newspaper published at Waterville in the county of Kennebec, the first publication in said paper to be at least five days before Wednesday the sixth day of June, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Maine Central Railroad Company in Waterville, at two o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Waterville five days at least before the date of said hearing.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 21st day of May, A. D. 1900.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place stated in said order and gave a hearing to all the parties interested.

Mr. Seth M. Carter appeared for the Maine Central Railroad Company.

The city of Waterville was represented by its mayor, Mr. Warren C. Philbrook.

There was no objection to the construction of said branch track, provided proper safeguards shall be used to protect travelers at said crossing.

We therefore hereby approve the location of said branch track, to the manufacturing establishment of H. C. Morse, as shown on the plan herewith signed and approved; and we further determine and order that said track shall be constructed so as to cross said town way known as Alden street at grade therewith, and that the conditions of crossing shall be as follows:

The approaches on each side of the track within the location of the railroad shall be as wide as the said street is now constructed, and not steeper than one foot elevation to every twenty feet out from said railroad track.

Said crossing and approaches shall be made and maintained by said Maine Central Railroad Company in such manner that the same shall be safe and convenient for travelers on said street with horses, teams and carriages. Suitable provision shall be made for surface drainage.

Dated at Augusta, this 6th day of June, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
Railroad Commissioners of Maine.

*Petition, Order of Notice and Decision of the Board Approving
a change in Location of M. C. R. R. in the Town of Wales.
June 6, 1900.*

*To the Honorable Board of Railroad Commissioners for the
State of Maine:*

The Maine Central Railroad Company, a corporation established under the laws of said State of Maine, located and having its principal place of business at Portland, in the county of Cumberland and State aforesaid, respectfully represent:

That it owns and operates a line of railroad running from Brunswick via Crowley's Junction to Leeds Junction, and thence to Farmington; that said road was formerly known as the Androscoggin Railroad; that said road crosses the main line owned and operated by said Maine Central Railroad Company running from Lewiston to Waterville at a point about nine hundred seventy-four (974) feet easterly measured along said last named road from the westerly end of the present passenger station at said Leeds Junction; that your petitioner deems it necessary and expedient for the safe and convenient operation of its said railroad to make a change in the location of said road running from Brunswick to Farmington so that the main track of said road shall diverge from the present location at a point about four thousand fifty-eight (4,058) feet southerly of the original crossing of the aforesaid main tracks at Leeds Junction and connect with the said road running from Lewiston to Waterville at a point about five hundred forty (540) feet westerly from the westerly end of the aforesaid Leeds Junction passenger station; and that the location of said connecting track is described as follows:

The centre line commences at a stake marked 34+70 in the centre of the railroad running from Brunswick to Farmington, formerly the Androscoggin Railroad, at a point about four thousand fifty-eight (4,058) feet southerly from the intersection of the centre line of location of said road and the centre line of location of the road running from Lewiston to Waterville, formerly the Androscoggin and Kennebec Railroad; thence northerly on a curve to the left or westerly of one thousand four hundred thirty-two and seven-tenths (1,432.7) feet radius a distance of

seven hundred twenty-nine and five-tenths (729.5) feet to a stake marked 27+40.5; thence on a tangent bearing north 6° 45' east a distance of one thousand ninety and five-tenths (1,090.5) feet to a stake marked 16+50; thence on a curve to the right or easterly of one thousand forty-two (1,042) feet radius a distance of nine hundred eighty-six and three-tenths (986.3) feet to a stake marked 6+63.7; thence on a curve to the right or easterly of one thousand nine hundred ten (1,910) feet radius a distance of one hundred twenty-three feet and seven-tenths (123.7) feet to a stake marked 5+40 in the centre of the aforesaid main track of said railroad leading from Lewiston to Waterville; said last named stake being situated about five hundred forty (540) feet southwesterly measured along said main track from the westerly end of the present passenger station at Leeds Junction and about one thousand five hundred fourteen (1,514) feet southwesterly from the aforesaid intersection of said original centre lines of locations.

This location is to cover a width of six (6) rods, being three (3) rods on each side of the above described line.

Your petitioner further represents that it has purchased and holds in fee simple the title to the lands covered by the location and the connecting track above described; that your petitioner does not desire or intend to abandon the former location but to retain and use the same as a side or additional track for the purpose of facilitating its business; that said new location does not cross any highway or town way; that your petitioner has filed herewith a map or plan showing both the old location and the new location covered by said connecting track.

Wherefore, the said Maine Central Railroad Company requests your Honorable Board to approve the said change in location of said road leading from Brunswick to Farmington as aforesaid to be made under the direction of your Honorable Board, and further requests your Honorable Board to consent that your petitioner in running its trains over said road from Brunswick to Farmington may deviate from the track as originally built and run its trains over the connecting track constructed upon the new or changed location hereinbefore described and such portion of the main line running from Lewiston to Waterville as lies between the point where the new track above described connects

with it and the point where the main line running from Farmington to Leeds Junction as at present operated connects with said main line running from Lewiston to Waterville.

Dated at Portland May 8, 1900.

Maine Central Railroad Company,

By GEO. F. EVANS,

Vice President and General Manager.

WHITE & CARTER, Attorneys for Petitioner.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication in said paper to be at least five days before Wednesday the sixth day of June, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the towns of Leeds and Wales five days before the date of said hearing.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 24th day of May. A. D. 1900.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order, and gave a hearing to all the parties who appeared.

Mr. Seth M. Carter appeared for the Maine Central Railroad Company.

No one appeared for the municipal officers of the town of Leeds, or the town of Wales.

This is a petition by the Maine Central Railroad Company under chapter 193 of the Public Laws of 1893, for the purpose of making a change in the location of its road and from the track

as originally built at or near a place known as Leeds Junction, for the purpose of a more convenient operation of its railroad.

We find that public convenience requires the change made, according to said petition, and map presented herewith, and we hereby order and direct that the said changes may be made in said location and we hereby approve the same.

Dated at Augusta, this 6th day of June, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
Railroad Commissioners of Maine.

*Petition, Order of Notice and Decision of the Board Approving
a change in Location of M. C. R. R. in Stetson and Etna.
June 6, 1900.*

*To the Honorable Board of Railroad Commissioners for the
State of Maine:*

The Maine Central Railroad Company, a corporation established under the laws of said State of Maine located and having its principal place of business at Portland in the county of Cumberland and State aforesaid, respectfully represents:

That it owns and operates a line of railroad running from Waterville to Bangor; that said road was formerly known as the Penobscot and Kennebec Railroad: that your petitioner deems it necessary and expedient for the safe and convenient operation of its said railroad to make a change in the location of said road where said road crosses Etna bog, so-called, in the towns of Stetson and Etna in Penobscot county and State aforesaid, so that the main track shall diverge from the present location at or near station 1,105+19 of the location of said Penobscot and Kennebec Railroad, which point is about 600 feet easterly measured along said road from the Newport and Stetson town line:

The center line commences at said point at or near said station 1,105+19 at a stake marked "0," runs thence south 48° 25' east a distance of 1,527.6 feet to a stake marked 15+27.6; thence on a curve to the left or easterly of 1,910 feet radius a distance of 1,722.4 feet to a stake marked 32+50; thence on a tangent bear-

ing north $79^{\circ} 55'$ east a distance of 243.4 feet to a stake marked 34+93.4; thence on a curve to the right or southerly of 2,644.6 feet radius a distance of 1,597.1 feet to a stake marked 50+90.5 which stake is in the center of the present location at or near station 1,056+41.7 of the location of the aforesaid Penobscot & Kennebec Railroad.

This location is to cover a width of six (6) rods being 44 feet wide on the southerly side of the above described line and 55 feet wide on the northerly side of the above described line.

Your petitioner further represents that it has purchased and holds in fee simple the title to the lands covered by the location above described; that said new location does not cross any highway or town way; that your petitioner has filed herewith a map or plan showing both the old location and the new location covered by said change in location.

Wherefore the said Maine Central Railroad Company requests your Honorable Board to approve the said change in location of said road leading from Waterville to Bangor as aforesaid, to be made under the direction of your Honorable Board, and further requests your Honorable Board to consent that your petitioner in running its trains over said road between Waterville and Bangor may deviate from the track as originally built and run said trains over the track constructed upon the new or changed location hereinbefore described.

Dated at Portland May 8, 1900.

Maine Central Railroad Company,
By GEO. F. EVANS,
Vice President and General Manager.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively, in the Daily Kennebec Journal, a newspaper published at Augusta, in the county of Kennebec, the first publication in said paper to be at least five days before Wednesday the sixth day of June, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of said petition and

order to the municipal officers of the towns of Stetson and Etna, five days before the date of said hearing.

J. B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 24th day of May, A. D. 1900.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order, and gave a hearing to all the parties who appeared.

Mr. Seth M. Carter appeared for the Maine Central Railroad Company.

No one appeared for the municipal officers of Stetson or Etna. This is a proceeding under chapter 193, Public Laws of 1893, by the Maine Central Railroad Company for the purpose of making a change in the location of its road, and from the track as originally built, for the purpose of avoiding a bad place in the road-bed known as the **Etna bog**.

We find that public convenience requires a change in the location of said road, and direct that the same may be made according to the location named in the petition, and the map or plan showing the said order; and we hereby approve the same.

Dated at Augusta this 6th day of June, A. D. 1900.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

Railroad Commissioners of Maine.

*Petition, Order of Notice and Decision of the Board Approving
the Location of a Branch Track on Bangor and Aroostook
Railroad, and the Crossing of a Highway in Island Falls.
June 12, 1900.*

*To the Honorable Railroad Commissioners of the State of
Maine:*

The Bangor and Aroostook Railroad Company, a railroad corporation established and existing under the laws of the State of Maine respectfully represents, that it is desirous of constructing and maintaining a branch railroad track extending from the branch track in Island Falls, in Aroostook county, in said State of Maine (the location of which last named branch track was approved by your Honorable Board, April 16, 1894) to the mill of the Mattawamkeag Lumber Company in said Island Falls, and that it has made a location of the branch railroad track desired, which location is described as follows:

"Beginning at station 22+77 on the center line of the tannery spur of the Bangor and Aroostook Railroad, as per location approved by the Railroad Commissioners April 16, 1894, which station equals station 0+00 of this spur; thence running in a southerly direction on a curve to the left with a radius of 603.8 feet, 88.6 feet to station 0+88.6 P. R. C.; thence on a curve to the right with a radius of 603.8 feet, 88.6 feet to station 1+77.2 E. C.; at a point 13 feet distant at right angles from the main tannery spur above mentioned; thence in a southerly direction parallel to and 13 feet from said tannery spur, 245.8 feet or less to the center of the Patten road, so-called, at station 4+23; thence continuing to run parallel with said tannery spur, 58 feet to station 4+81 P. R. C.; thence on a curve to the left with a radius of 603.8 feet, 230 feet more or less to said lumber company's mill yard."

The location is to cover a width of twenty feet, being ten feet on either side of the above described line.

Said location crosses the highway known as the "Patten road," all of which is shown on plan hereto attached.

That it is impossible for said branch track to be built so as to cross said way otherwise than at grade.

Your petitioner hereby asks your approval of said location in order that said branch track may be constructed and maintained under your direction as provided by law, and your petitioner prays that said branch track may be allowed to cross said way at grade and asks your Honorable Board to determine the manner and conditions upon which said branch track may cross said way.

Bangor and Aroostook Railroad Company,

By APPLETON & CHAPLIN, its Attorneys.

June 5, 1900.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication in said paper to be at least four days before Tuesday the 12th day of June, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Bangor and Aroostook Railroad Company at Island Falls at eleven o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of Island Falls three days at least before the date of said hearing.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 7th day of June, A. D. 1900.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place stated in said order and gave a hearing to all the parties appearing.

Messrs. Appleton & Chaplin appeared for the Bangor and Aroostook Railroad Company.

The selectmen of Island Falls appeared by Mr. Seth T. Campbell, one of said Board.

There was no objection to the construction of said branch track, provided said highway shall be made safe for travellers at said crossing.

We therefore hereby approve the location of said branch track to the mill of the Mattawamkeag Lumber Company, as shown on plan herewith signed and approved.

And we further determine and order that said branch track shall be constructed so as to cross said highway known as the Patten road at grade therewith, when said highway is raised one and one-half feet above its present grade. And the said railroad company is hereby authorized to raise said highway one and one-half feet and to raise the branch track already used across said highway so that both tracks shall be at grade with said street. And the conditions of crossing shall be as follows:

The approaches on each side of the tracks of the said railroad company, within the location of the said railroad shall be as wide as the street is now constructed, and not steeper than one foot elevation to every twenty feet out from said railroad track.

Said crossing and approaches shall be made and maintained by said Bangor and Aroostook Railroad Company, within its location, in such manner that the same shall be safe and convenient for travelers on said highway with horses, teams and carriages. Suitable provision shall also be made for surface drainage.

Dated at Augusta this 12th day of June, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
Railroad Commissioners of Maine

KINGFIELD AND DEAD RIVER RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Kingfield and Dead River Railway, from Carrabasset to Bigelow, a distance of six miles, hereby certify that we have found the same so constructed as to be safe for the passage of passenger trains thereon.

Dated at Augusta this 23rd day of June, A. D. 1900.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board Approving certain Variations, Extensions and Additions to the location of the Atlantic Shore Line Railway in the town of Kennebunkport. June 25, 1900.

To the Honorable Board of Railroad Commissioners of the State of Maine:

The Atlantic Shore Line Railway Company, a corporation organized under the general laws of the State of Maine, and having its location and place of business in Sanford, in the county of York and State of Maine, hereby petitions your Honorable Board for the approval of the extension of, addition to and variation from the location, courses, distances and boundaries of its railway, approved by your Honorable Board on the second day of April, A. D. 1900, which extension, addition and variation said railway company proposes to make and build within the town of Kennebunkport, as follows:

Beginning at station four hundred and forty-one (441) plus fourteen and fifty-five hundredths (14.55) on the approved loca-

tion of said railway; thence north fifty-eight (58) minutes east, ninety-eight and eighty-five one hundredths (98.85) feet; thence on a curve to the left of ninety-five (95) feet radius, one hundred and ninety-one and sixteen hundredths (191.16) feet; thence on a tangent of sixty-six (66) degrees forty-seven (47) minutes west, one hundred thirteen (113) feet to an intersection with the Sanford and Cape Porpoise Railway Company.

Said line above described is the center line of said railway. The width of the location thereof, both of the main line and of the spur tracks on all streets, roads and ways will be five feet on each side of said center line.

Now therefore, having complied with the provisions of the law in relation to the formation, extension, addition to and variation from, the location and construction of railways, and believing that public convenience requires the construction of the extension of, addition to and variation from the location of the aforesaid street railway, as aforesaid, having presented herewith maps of the proposed route on an appropriate scale with the written approval of the proposed route and location as to streets, roads and ways, of the municipal officers of the towns in which said railway is to make its extension, addition and variation as aforesaid, and also a report and estimate thereof prepared by a skillful engineer to wit, Percy H. Richardson, from actual survey; said corporation prays that your Honorable Board will, after notice and hearing, approve the extension of, addition to and variation of said railway herein described and authorize its construction and operation.

Dated at Sanford this fourth day of June, A. D. 1900.

Atlantic Shore Line Railway Company,

By FRED J. ALLEN, its Attorney.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Biddeford Daily Journal, a newspaper published at Biddeford in the county of York, the first publication in said paper to be at least five days before Monday the 25th day of June, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Boston

& Maine Railroad Company, in Kennebunk, at one o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the town of Kennebunkport three days at least before the date of said hearing.

J. B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 15th day of June, A. D. 1900.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice was given as ordered and the Board met at the time and place mentioned in said order, viewed the location of the desired extension, additions and variations of the aforesaid line and heard the parties interested.

Mr. Fred J. Allen appeared for the petitioners.

The selectmen of Kennebunkport appeared for the town.

There was no opposition to the proposed extension, additions and variations.

The petitioners presented the maps of the proposed route on an appropriate scale with the written approval of the municipal officers of the town in which said railway is to make its extensions, additions and variations, and the report and estimate thereof, prepared by a skillful engineer from actual survey, as required by law.

After hearing all the parties, and finding that all the requirements of law had been complied with, the Board find that public convenience require the construction of said railway and additions to, and construction of the said additions to the Atlantic Shore Line Railway as described in the petition and maps, and authorized its construction.

Dated June 25th, A. D. 1900,

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

PORTSMOUTH, KITTERY AND YORK STREET
RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Portsmouth, Kittery and York Street Railway, from York beach to St. Aspinquid Park, a distance of forty-three one hundredths miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta this 28th day of June, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

ATLANTIC SHORE LINE RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

In Board of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of that part of the Atlantic Shore Line Railway, from Kennebunkport village to the town house crossing, a distance of 1.57 miles, all in Kennebunkport, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta this fourth day of July, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition, Order of Notice and Approval of the location of the Atlantic Shore Line Railway in the city of Biddeford. July 16, 1900.

To the Honorable Board of Railroad Commissioners:

And now comes the Atlantic Shore Line Railway Company in the matter of its petition for the approval of its location in the city of Biddeford now pending before your Honorable Board, and prays leave to amend the description of said location in said petition as follows: By striking out all that portion of the description from the beginning thereof to the sentence beginning "thence on a tangent of south thirty-three degrees thirty-eight minutes ($33^{\circ} 38'$) west seven (7) feet westerly of the easterly curved line of Hill street," and inserting in place thereof the following:

"Beginning at a point nearly in the center of Adams street, and four (4) feet southerly of the southerly side line of Main street, in said Biddeford; thence south thirty-four (34) degrees, eight (8) minutes west to station zero (0) plus fifty-three and fifteen one-hundredths (53.15); thence on a curve to the right, with a radius of eighty (80) feet, fifty-two and thirty-five one-hundredths (52.35) feet to station one (1) plus five and fifty one-hundredths (5.50); thence south seventy-one (71) degrees, thirty-nine (39) minutes west two hundred and twenty-eight and eighty-one one-hundredths (228.81) feet to station three (3) plus thirty-four and thirty-one one-hundredths (34.31); thence on a forty degree (40) curve to the right thirty-three and thirty-three one-hundredths (33.33) feet to station three (3) plus sixty-seven and sixty-four one-hundredths (67.64); thence on a tangent of south eighty-four (84) degrees fifty-nine (59) minutes west eighteen and twenty-four one-hundredths (18.24) feet to station three (3) plus eighty-five and eighty-eight one-hundredths (85.88); thence on a forty (40) degree curve to the left sixty-one and thirty-seven one-hundredths (61.37) to station four (4) plus forty-seven and twenty-five one-hundredths (47.25); thence on a tangent of south sixty (60) degrees and twenty-six (26) minutes west, three hundred and nine and thirty-nine one-hundredths (309.39) feet to station seven (7) plus fifty-six and sixty-four (56.64) one-hundredths (56.64);

thence on a forty (40) degree curve to the right forty-four and sixty-two one-hundredths (44.62) feet to station eight (8) plus one and twenty-six one-hundredths (1.26); thence on a tangent of south eighty-eight (88) degrees and seventeen (17) minutes west twelve and twenty-one one-hundredths (12.21) feet to station eight (8) plus thirteen and forty-seven one-hundredths (13.47); thence on a curve to the left with a radius of one hundred and sixteen (116) feet one hundred and seven and thirty-four one-hundredths (107.34) to station nine (9) plus twenty and eighty-one one-hundredths (20.81); thence on a tangent of south thirty-five (35) degrees sixteen (16) minutes west seventy-eight and sixty-one one-hundredths (78.61) feet to station nine (9) plus ninety-nine and forty-two one-hundredths (99.42); thence on an eight (8) degree curve to the right one hundred and one and forty-six one-hundredths (101.46) to station eleven (11) plus eighty-eight one-hundredths (0.88); thence on a tangent of south forty-three (43) degrees and twenty-three (23) minutes west three hundred and seventy-five and seventy-seven one-hundredths (375.77) feet to fourteen (14) plus seventy-six and seventy-five one-hundredths (76.75); thence on a curve to the left with a radius of fifty-five (55) feet ninety-one and forty-four one-hundredths (91.44) feet to station fifteen (15) plus sixty-eight and nine one-hundredths (68.09); thence on a tangent of south forty-one (41) degrees twenty-two (22) minutes east six hundred and ninety-eight and sixty-eight one-hundredths (698.68) feet to station twenty-two (22) plus sixty-six and seventy-seven one-hundredths (66.77); thence on a one degree curve to the right sixty-three and thirty-three one-hundredths (63.33) feet to station twenty-three (23) plus thirty and one-tenth (30.1); thence on a tangent of south forty (40) degrees and forty-four (44) minutes east eight hundred and seventy-one and thirty-five one-hundredths (871.35) feet to station thirty-two (32) plus one and forty-five one-hundredths (1.45); thence on a curve to the right with a radius of fifty-five (55) feet eighty and twelve one-hundredths (80.12) feet to station thirty-two (32) plus eighty-one and fifty-seven one-hundredths (81.57); thence on a tangent of south thirty-three (33) degrees and twenty-one (21) minutes west twenty-two (22) and sixty-three one-hundredths (22.63) feet to station thirty-three (33) plus

four and two-tenths (4.2) ; thence on a forty (40) degree curve to the left seventy-three and forty-four one-hundredths (73.44) feet to station thirty-three (33) plus seventy-seven and sixty-four one-hundredths (77.64) thence south four (4) degrees thirty-four (34) minutes west along granted location."

And your petitioner files herewith the written approval of the said amended route and location as above described as to streets, roads and ways, signed by the municipal officers of the city of Biddeford, wherein the railway of said corporation is to be constructed upon said amended location.

Your petitioner also files herewith an amended plan of said route and location as so amended.

It therefore prays that your Honorable Board after due notice and hearing will approve the same as a part of its original petition for approval of location now pending.

Dated this twenty-first day of June, A. D. 1900.

Atlantic Shore Line Railway Company,
By HEATH & ANDREWS and FRED J. ALLEN, it Attorneys.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Biddeford Daily Journal, a newspaper published at Biddeford, in the county of York, the first publication to said paper to be at least five days before Monday the sixteenth day of July, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the Hotel Thatcher in Biddeford at one thirty o'clock in the afternoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the city of Biddeford three days at least before the date of said hearing.

J. B. PEAKS, *Chairman*,
For the Board of Railroad Commissioners of Maine.

Dated this 2nd day of July, A. D. 1900.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the board met at the time and place mentioned in said order, and gave a hearing to all the parties interested.

This petition is for completing the location of the Atlantic Shore Line Railroad into the city of Biddeford. The Board has heretofore approved a portion of the location, and this proposed amendment is for the purpose of conforming to the ideas of the Railroad Commissioners in relation to the manner of entering the city of Biddeford.

We are satisfied that the amendment of said location as provided in this petition should be made for the interests of all concerned; and we hereby approve of said amended petition and we approve the location stated in said petition by said amendment.

The petition is accompanied by the written approval of the municipal officers of the city of Biddeford as to streets, roads and ways.

We therefore approve of the location as described in said petition, and allow the same as a part of the original location of the Atlantic Shore Line Railroad Company.

Dated at Augusta this sixteenth day of July, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Action of the Board on Petition of the Grand Trunk Railway for Approval of an Automatic Signal at Yarmouth. August 1, 1900.

To the Honorable Board of Railroad Commissioners of the State of Maine:

The Grand Trunk Railway Company of Canada respectfully shows that after conference with the selectmen of the town of Yarmouth, and by agreement with them, it has installed at the crossing over the Grand Trunk Railway Company's tracks known as the Elm street crossing, in the village of Yarmouth, an automatic electric signal to give warning of the approach of trains. I hereby request your Honorable Board to approve the same.

The Grand Trunk Railway Company of Canada,
By C. A. HIGHT and L. L. HIGHT, its Attorneys.

August 1, 1900.

Petition dismissed for lack of jurisdiction.

Per order of the Board.

E. C. FARRINGTON, Clerk.

Petition, Order of Notice and Action of the Board on Petition of the Selectmen of Presque Isle for Approval of a Highway crossing the Bangor and Aroostook Railroad at Fort Fairfield Junction. September 5, 1900.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, municipal officers of the town of Presque Isle, in the county of Aroostook and State of Maine, respectfully represent that upon the 3d day of July, 1899, J. F. Ireland and eighteen others, all inhabitants of the town of Presque Isle, presented in writing to the selectmen of said town, a petition representing that public convenience and necessity require the laying and building of a town way in said town as follows, to wit:

Commencing at the northeast corner of land owned by John F. Ireland, thence south on said land a distance of about fifty-eight (58) rods, thence at right angles across and through land owned by Robert McElman in an easterly direction, also across the main line of the Bangor and Aroostook Railroad Company to near the side track of said railroad company, again at right angles and proceed in a northerly direction near said side track and through and across land owned by said railroad company and connect with the west junction road, at a point near the Joseph Williams' brook, and therein asked said selectmen to lay out said way and the same to be built; that in pursuance of said petition, the said selectmen, on the 30th day of June, 1899, gave written notice, in each notice describing the way that on the 10th day of July, 1899, at nine o'clock in the forenoon, they would meet at the station of the Bangor and Aroostook Railroad Company at Fort Fairfield junction, in said town, for the purpose of laying said way, by posting the same in two places in said town and in the vicinity of said way, to wit:

One where the East Junction road intersects the Egypt road, so-called, and one where the West Junction road intersects the Churchill road, so-called, both of which notices were posted for at least seven days before said time of meeting; that on said 30th day of June, 1899, they served a like written notice of the time and place of said meeting, for the purpose of laying out said way. on the Bangor and Aroostook Railroad Company at said Fort Fairfield junction, by giving the same to Fred E. Smith, the agent of said company at said Fort Fairfield junction; that the said selectmen met at the time and place specified in said notices, and upon hearing, then and there determined that public convenience and necessity require that a town way should be laid out as set forth in said petition, it further appeared at said meeting and hearing that the way asked for in said petition, goes through and across land and right of way of said Bangor and Aroostook Railroad Company used for station purposes, and without laying out said way, said meeting and hearing was adjourned to meet at the same place on the 17th day of August, 1899, at nine o'clock in the forenoon, for the purpose of laying out said way, if upon notice and hearing your honors should adjudge such way to be of public convenience and necessity. They therefore request you to give notice and hearing, and to

adjudge whether public convenience and necessity require the laying out of said way.

Dated at said Presque Isle this 12th day of July, A. D. 1899.

A. E. Irving,
Lewis Scott, Jr.,
C. H. Richardson,

Selectmen of said town of Presque Isle.

On the foregoing petition,

Ordered, That the petitioner cause to be served a true copy of said petition and this order of notice thereon, upon the Bangor and Aroostook Railroad Company three days before Monday the 24th day of July, A. D. 1899, on which day the Board of Railroad Commissioners will be in session at the station of the Bangor and Aroostook Railroad Company, at Fairfield junction at two o'clock in the afternoon for the purposes indicated in said petition.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 17th day of July, A. D. 1899.

September 5, 1900.

Petition dismissed.

Per order of the Board,

E. C. FARRINGTON, *Clerk*.

BIDDEFORD AND SACO RAILROAD.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of an extension of the Biddeford and Saco Railroad from King's Corner, via, Elm street to Five Points; thence by Alfred street to Main street, a distance of one and eighty-six hundredths miles, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated this 5th day of September, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,
Railroad Commissioners of Maine.

Petition and Order of Notice and Action of the Board in relation to a Highway crossing the Bangor and Aroostook Railroad in the town of New Sweden. September 13, 1900.

To the Honorable Board of Railroad Commissioners of the State of Maine:

The undersigned, municipal officers of the town of New Sweden in the county of Aroostook, respectfully represents that the municipal officers of said town on the sixteenth day of August, A. D. 1900, on petition of C. J. Palmer, et. als. laid out and located a town way in said town of New Sweden, which said way as laid out and located by said municipal officers crosses the railroad track of the Bangor and Aroostook Railroad Company; said town way having been located and established by metes and bounds as appears from the following copy of the records of said town, viz:

Beginning at the East road, so-called, on the line between lots numbered 121½ and 122, thence running north on the line

between lots numbered 122 and 121½-121-120 to south line of lot 119; thence in a northwesterly direction across lot numbered 119 to the Nils Johnson road, so-called, the line described to be the middle of the said way, and said way to be three rods wide.

Wherefore your petitioners make application and request your Honorable Board upon notice and hearing to determine whether said town way shall be permitted to cross said railroad track of the Bangor and Aroostook Railroad Company at a grade therewith or not, and the manner and condition of crossing the same, and whether the expense of building and maintaining such thereof as is within the limits of said railroad shall be borne by said railroad company or by said town of New Sweden in which said way is located or shall be apportioned between said railroad company and said town.

Dated at New Sweden this 25th day of August, A. D. 1900.

A. H. Tornquist,
A. H. Nelson,
Olos Anderson,
Selectmen of New Sweden.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Daily News, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Thursday the 13th day of September, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the location of the proposed crossing in New Sweden at nine o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the Bangor and Aroostook Railroad Corporation, five days before the date of said hearing.

J. B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 5th day of September, A. D. 1900.

Petitioners were given leave to withdraw.

Per order of the Board,

E. C. FARRINGTON, *Clerk*.

September 13, 1900.

Petition, Order of Notice and Action of the Board on Petition of the Gardiner Street Railway for Approval of Articles of Association. September 15, 1900.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned, who have been chosen as directors of a company to be formed for the purpose of constructing and operating a street railroad from the New Mills village to South Gardiner, both in the city of Gardiner, and in, through, and about the said city of Gardiner, to be known by the name of the Gardiner Street Railway Company, hereby respectfully request that your Honorable Board will approve the articles of association of said railroad company and find that public convenience requires the construction of said road.

Gardiner, Maine, June 6, 1900.

B. M. Turner,
John K. Foy,
Ammi Davenport,

Directors named in Articles of Association.

We, the undersigned, B. M. Turner, F. S. Smith, A. Davenport, R. E. Donnell, Z. Frank Little, John K. Foy and Jason Collins, all of whom are citizens of the State of Maine, hereby sign the following articles of association to form a company for the purpose of constructing, maintaining and operating by electricity a street railroad for public use, for street traffic and for the conveyance of persons and property, and for that purpose do agree as follows:

The name of the company shall be the Gardiner Street Railway Company.

The gauge of the road, four feet eight inches and one-half.

The places from which the road is to be constructed, maintained and operated are from the New Mills village to South Gardiner, both in the city of Gardiner, and in, through, and about the said city of Gardiner.

The length of said road as nearly as may be, will be seven miles.

The amount of capital stock is thirty thousand dollars.

The number of shares which said stock shall consist of shall be three hundred.

B. M. Turner, John K. Foy and Ammi Davenport, all of whom are citizens of this State, shall act as directors of the proposed company and manage its affairs until others are chosen in their places.

We severally agree each to take the number of shares set against our respective names and in token of our assent to the foregoing provisions have hereunto subscribed our names on this sixth day of June, in the year of our Lord, one thousand nine hundred.

B. M. Turner, Gardiner, Me., 50 shares; F. S. Smith, Gardiner, Me., 40 shares; A. Davenport, Gardiner, Me., 10 shares; R. E. Donnell, Gardiner, Me., 40 shares; Z. Frank Little, Portland, Me., 80 shares; John K. Foy, Gardiner, Me., 40 shares; Jason Collins, Gardiner, Me., 40 shares.

We, the undersigned, B. M. Turner, John K. Foy and Ammi Davenport, named as directors in the articles of association of the foregoing Gardiner Street Railway Company, on oath depose and say that three hundred shares of the capital stock of said company being the total amount of said stock, have been subscribed in good faith, by responsible parties, and that five per cent. has been paid thereon in cash to them as the directors named in the articles of association, and further that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association, and this affidavit they make by endorsing on said articles as required by the general laws of the State of Maine.

B. M. Turner,
John K. Foy,
Ammi Davenport,
Directors.

STATE OF MAINE.

Kennebec ss.

June 6, 1900.

Personally appeared the above named B. M. Turner, John K. Foy and Ammi Davenport, and severally made oath that the foregoing affidavit by them subscribed is true in substance and in fact.

Before me,

CHAS. O. WADSWORTH, Notary Public.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Reporter Journal, a newspaper published at Gardiner in the county of Kennebec, the first publication in said paper to be at least five days before Friday the 6th day of July, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the Johnson House in Gardiner at ten o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the county commissioners of Kennebec county, also to the municipal officers of the city of Gardiner, and to the Maine Central Railroad Company.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 22d day of June, A. D. 1900.

July 6th. New notice ordered for July 27th, 1900.

September 15, petition dismissed on request of the directors.

Per order of the Board,

E. C. FARRINGTON, *Clerk*.

Petition and Order of Notice and Decision of the Board in relation to a Highway crossing the Maine Central Railroad in the town of Skowhegan. Decision November 7, 1900.

To the Honorable Board of Railroad Commissioners of the State of Maine:

The undersigned, municipal officers of the town of Skowhegan in the county of Somerset, respectfully represent that the municipal officers of said town on the twenty-seventh day of August, A. D. 1900, on petition of G. A. Flye and others, laid out and located a town way in said town of Skowhegan, which said way as laid out and located by said municipal officers crosses the railroad track of the Maine Central Railroad Company: Said town way having been located and established by metes and bounds as appears from the following copy of the records of said town, viz:

Beginning at a point in the southerly line of Milburn street 16½' easterly from the northeast corner of land of Joseph Bullett, which corner is 8.25' southerly from the fence corner as it now exists; thence south 9° east at an angle of 92° 02' with the line of Milburn street, turning from west to south 122.7' to the northerly line of the Maine Central Railroad right-of-way; thence same course 99' to the southerly line of Maine Central Railroad right-of-way; thence same course 16½' to a stake driven into the ground; thence westerly at an angle of 87° 55' with the last named course parallel with said Maine Central Railroad right-of-way and 16½' distant therefrom, 343.5' to the westerly line of Poplar street produced. Said street to be 33' wide and the above described line its center line. The said way was duly accepted by a vote of the inhabitants of said town, at a legal town meeting held in said town on the seventh day of September, A. D. 1900.

Wherefore your petitioners make application and request your Honorable Board upon notice and hearing to determine whether said town way shall be permitted to cross said railroad track of the Maine Central Railroad Company at a grade therewith or not, and the manner and condition of crossing the same, and whether the expense of building and maintaining such part thereof as is within the limits of said railroad company's said land shall be borne by said railroad company or by said town of Skowhegan in which said way is located or shall be apportioned between said railroad company and said town.

Dated at Skowhegan this fifteenth day of September, A. D. 1900.

L. C. Emery,
R. F. Parker,
S. H. Bradbury,
Selectmen of Skowhegan.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, once in the Somerset Reporter, a newspaper published at Skowhegan in the county of Somerset, said publication in said paper to be at least five days before Thursday the 25th day of October, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the Hotel Coburn in Skowhegan, at 10.30 o'clock in the forenoon for the purposes indicated in said petition.

Said petitioner shall send copies of the foregoing petition and order to the general manager of the Maine Central Railroad Company.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 15th day of October, A. D. 1900.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition notice having been given as ordered, the Board met at the time and place mentioned in said order. The Board determined to allow said crossing to be at grade with said railroad. The manner and condition of crossing, and the construction and maintainance shall be as follows:

The approaches on said way on each side of the railroad, within the limits of the right of way of said railroad, shall be constructed by said railroad company, and shall not be steeper than one foot elevation to every fifteen feet out from said track.

Said crossing shall be hereafter maintained by said railroad company so as to be safe and convenient for travelers on said way with horse teams and carriages. Provision shall be made for natural surface drainage.

Dated at Augusta this seventh day of November, A. D. 1900.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition, Order of Notice and Action of the Board on Petition of the Franklin, Somerset and Kennebec Railway Company for Approval of Crossing Highways. November 12, 1900.

To the Honorable Board of Railroad Commissioners of the State of Maine:

The Franklin, Somerset and Kennebec Railroad Company, a corporation organized under and existing under by virtue of the laws of the State of Maine, and having its place of business in Farmington, in the county of Franklin, in the State of Maine, respectfully represents unto your Honorable Body that its railway as located and approved by the county commissioners of each county through which the location is made, is laid out across certain highways in the towns of New Sharon in the county of Franklin, in Mercer in the county of Somerset, in Rome in the county of Kennebec, in Smithfield in the county of Somerset, in Oakland in the county of Kennebec and in Waterville in the county of Kennebec, at the points thereon, hereinafter described, and that it is impracticable to so construct said railway as to pass either over or under said ways.

Wherefore, your petitioners request that your Honorable Board, after notice and hearing will authorize a crossing of said highway at grade, and also determine the manner and conditions of said crossing of said highways and how the expense of building and maintaining so much thereof as is within the limits of said railway shall be borne between said railway and said respective towns.

Towns.	No.	At or near what Place.
New Sharon,	1	The highway leading from New Sharon village over Cape Cod hill, so-called, the crossing being near the residence of Edwin Sawyer.
New Sharon,	2	The highway leading from New Sharon to Vienna by the residence of Zaccheous A. Dyer, the crossing being near the residence of said Dyer.
New Sharon,	3	The stage road leading from New Sharon village to Augusta, at a point southerly of East New Sharon postoffice near the residence of James R. Jewell.

Towns.	No.	At or near what Place.
Mercer,	4	The highway leading from Mercer over Hampshire hill at a point west of school-house at foot of hill.
Rome,	5	The highway leading from Mercer village to Belgrade at a point near the residence of Sewall Foster.
Rome,	6	Cross road leading from Frank Tracy's residence easterly to the Beech Hill road.
Rome,	7	The highway leading from Beach hill to Rome Corner on north side of Philip mountain.
Rome,	8	The highway leading from Rome Corner to South Smithfield at a point near the residence of John Young.
Rome,	9	Same highway as No. 8 crossing at a point on the west side of Foss hill near the residence of Cyrus Watson.
Rome,	10	Same highway as Nos. 8 and 9 crossing at a point on the east side of Foss hill near Bog stream bridge, east of the residence of Samuel W. Clements.
Smithfield,	11	The highway leading from Smithfield to North Belgrade (stage road) at a point one-fourth ($\frac{1}{4}$) of a mile southerly of South Smithfield postoffice.
Smithfield,	12	Cross road leading from Waterville road to the residence of C. C. Bickford near the residence of John Nichols, known as the Holmes road.
Oakland,	13	The highway leading from Norridgewock to Waterville on the east side of East pond by the residence of A. C. Brickett at a point about 1,500 feet southerly of said Brickett's residence.
Oakland,	14	Cross road leading from the Isaiah Y. Tibbetts farm to the East pond road.
Oakland,	15	The highway leading from Smithfield to Waterville by the Ten Lots at a point about 1,000 feet westerly of the Somerset railway crossing.

Towns.	No.	At or near what Place.
Oakland,	16	The highway leading from the Ten Lots to Oakland at a point about 350 feet westerly of the Somerset railway crossing near Arthur Williams' house.
Oakland,	17	Cross road leading from the Ten Lots road above mentioned to road known as the Fairfield road from Oakland to Waterville at a point about 700 feet northwesterly of the Somerset railway crossing.
Oakland,	18	The highway leading from Oakland to Waterville on the north side of the Messalonskee stream called the Fairfield road at a point about 400 feet easterly from the Dunn Edge Tool Company's and Somerset Railway's Company's office.
Oakland,	19	Private way on the north side of the Messalonskee stream leading from Main street past the Dunn Edge Tool Company's scythe shops to the Cascade woolen mill.
Oakland,	20	The highway leading by the Hiram Holt farm to Waterville past the residence of Andrew Rice at a point about 400 feet southerly of the Maine Central Railroad crossing, on the south side of the Messalonskee stream.
Waterville,	21	The highway leading from the Oakland and Waterville road past the residence of H. C. Morse at point 250 feet westerly of the Maine Central Railroad crossing.
Waterville,	22	The highway known as Gilman street at a point about 200 feet northerly of the bridge across the Messalonskee stream.

Franklin, Somerset and Kennebec Railway Company,

L. ATWOOD, President.

PHILBROOK & SMITH, Attorneys.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days suc-

cessively in the Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication in said paper to be at least six days before Tuesday, the 30th day of October, A. D. 1900, on which day the Board of Railroad Commissioners will be session at the Elmwood Hotel in Waterville at nine o'clock in the forenoon for the purposes indicated in said petition. From thence the Commissioners will view all of said crossings during said day, starting from Waterville and proceeding through the several towns.

Said petitioner shall send copies of the foregoing petition and order to the municipal officers of the several towns named in said petition, six days before said hearing.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 6th day of October, A. D. 1900.

Dismissed by request of the petitioners.

Per order of the Board,

E. C. FARRINGTON, *Clerk.*

November 12, 1900.

*Petition, Order of Notice and Action of the Board upon the
Petition of the Franklin, Somerset and Kennebec Railway
Company relating to crossing the Maine Central Railroad in
Oakland. November 12, 1900.*

*To the Honorable Board of Railroad Commissioners of the State
of Maine:*

The Franklin, Somerset and Kennebec Railway Company a corporation organized under and existing under by virtue of the laws of the State of Maine, and having its place of business in Farmington in the county of Franklin, State of Maine.

Respectfully represents that it is about to extend and complete its railway heretofore partially constructed between Farmington and New Sharon in the county of Franklin, and desires to construct and operate its said railway across the Maine Central Railroad in Oakland.

The location of said crossing being near the east end of the Somerset Railway Company's yard as now located and approved by the Kennebec county commissioners.

Wherefore your petitioner requests that your Honorable Board after due notice and hearing, will authorize a crossing of said railroad by the said Franklin, Somerset and Kennebec Railway at the point of location aforesaid and will determine the manner and condition of said crossing as provided by the Public Laws of the State of Maine.

Franklin, Somerset and Kennebec Railway Company,
L. ARWOOD, President.
PHILBROOK & SMITH, Attorneys.

On the foregoing petition,

Ordered, That the petitioner caused to be published a true copy of said petition, and this order of notice thereon, three days successively in the Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication in said paper to be at least six days before Monday, the 29th day of October, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the Elmwood Hotel in Waterville at eleven o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the Maine Central Railroad Company, six days before said hearing.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 6th day of October, A. D. 1900.

Dismissed by request of the petitioners.

Per order of the Board,

E. C. FARRINGTON, *Clerk*.

November 12, 1900.

Petition and Order of Notice and Action of the Board in relation to crossing the Somerset Railway in the town of Oakland. November 12, 1900.

To the Honorable Board of Railroad Commissioners of the State of Maine:

The Franklin, Somerset and Kennebec Railway Company a corporation organized under and existing under by virtue of the laws of the State of Maine, and having its place of business in Farmington in the county of Franklin, State of Maine.

Respectfully represents that it is about to extend and complete its railway heretofore partially constructed between Farmington and New Sharon in the county of Franklin, and desires to construct and operate its said railway across the Somerset Railway at Oakland. The location of said crossing being near the east end of the said Somerset Railway Company's yard as now located and approved by the Kennebec county commissioners.

Wherefore your petitioner request that your Honorable Board after due notice and hearing will authorize a crossing of said railway by the said Franklin, Somerset and Kennebec Railway at the point of location aforesaid, and will determine the manner and condition of said crossing as provided by the Public Laws of the State of Maine.

Franklin, Somerset and Kennebec Railway,

L. ATWOOD, President.

PHILBROOK & SMITH, Attorneys.

Dismissed by request of the petitioners.

Per order of the Board,

E. C. FARRINGTON, *Clerk.*

November 12, 1900.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Kennebec Journal, a newspaper published at Augusta in the county of Kennebec, the first publication in said paper to be at least six days before Monday, the 29th day of October, A. D. 1900, on which day the Board of Railroad Com-

missioners will be in session at the Elmwood Hotel in Waterville at eleven o'clock in the forenoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the Somerset Railroad Company, six days before said hearing.

JOSEPH B. PEAKS, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this 6th day of October, A. D. 1900.

Dismissed by request of the petitioners.

Per order of the Board,

E. C. FARRINGTON, *Clerk*.

November 12, 1900.

BENTON AND FAIRFIELD RAILWAY.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the extension of the Benton & Fairfield Railway, extending from its former terminus at Benton Falls, across the Sebasticook river to the Somerset and Kennebec Company's pulp mills, a distance of thirteen hundredths of one mile, hereby certify that we have found the same so constructed as to be safe for public travel thereon.

Dated at Augusta, this thirteenth day of November, A. D. 1900.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition and Order of Notice and Decision of the Board in relation to a Highway crossing the Bangor and Aroostook Railroad at Fort Fairfield Junction. 'Decision November 13, 1900.

To the Honorable Railroad Commissioners of the State of Maine:

The undersigned municipal officers of the town of Presque Isle in the county of Aroostook respectfully represent that a town way has been legally laid out in said town as follows:

Beginning at a point on the East Junction road eighty-eight (88) feet west of the Jos. Williams brook, thence southerly parallel with said brook, through and across land owned by the Bangor and Aroostook Railroad Company a distance of sixty-eight (68) rods to a point sixty-six (66) feet east of the main line of the Bangor and Aroostook Railroad, thence at right angles westerly across the main line of said railroad and continuing in the same direction through and across land owned by Robert McElman a distance of twenty-two (22) rods to land owned by J. F. Ireland, again at right angles in a northerly direction through and across land owned by J. F. Ireland a distance of sixty-nine (69) rods and connecting with the west junction road at a point two rods west of the line between land owned by J. F. Ireland and land owned by Robert McElman, the line described to be the middle of the highway and the highway to be four (4) rods wide.

They therefore request you to give notice and hearing and to determine whether the way aforesaid shall be permitted to cross said track of the main line of the Bangor and Aroostook Railroad Company at grade therewith or not and the manner and condition of crossing the same, and how the expense of building so much of said way as is within the limits of the said railroad shall be borne.

Dated at Presque Isle this first day September, A. D. 1900.

A. E. Irving,
S. C. Greenlaw,
Selectmen of Presque Isle.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days suc-

cessively in the Daily News, a newspaper published at Bangor in the county of Penobscot, the first publication in said paper to be at least five days before Wednesday the 12th day of September, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the passenger station of the Bangor and Aroostook Railroad at Fort Fairfield Junction at three o'clock in the afternoon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the Bangor and Aroostook Railroad Corporation five days before the date of said hearing.

J. B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 5th day of September, A. D. 1900.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the board met at the time and place mentioned in said order, and gave a hearing to all the parties interested.

The Bangor and Aroostook Railroad Company appeared by Appleton & Chaplin.

We hereby approve said crossing at grade, as prayed for in said petition. The manner and condition of crossing and the construction and maintenance shall be as follows:

The approaches on said way on each side of the railroad track and within the limits of the right of way of said railroad shall be constructed by said railroad company, and shall not be steeper than one foot elevation to every twenty feet out from said track.

Said crossing shall hereafter be maintained by said railroad company, so as to be safe and convenient for travelers on said way with horses, teams and carriages. Provision shall be made for surface drainage.

Dated at Augusta this 13th day of November, A. D. 1900.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Petition, Order of Notice and Decision of the Board relating to the crossing of the Rockland, Thomaston and Camden Street Railway by the Lime Rock Railroad in Rockland. Decision November 13, 1900.

To the Honorable Railroad Commissioners of the State of Maine:

The Lime Rock Railroad Company, a corporation by law duly established and having its place of business at Rockland in the county of Knox, respectfully represents that a branch of its railroad, known as the O. B. Ulmer quarry branch, was located by location filed with the county commissioners of said county on the 15th day of June, A. D. 1897, extending from the engine quarry branch of said railroad to the O. B. Ulmer quarry; that said railroad company is about to construct its road upon said location and the tracks to be constructed thereon are to be constructed across the track of the Rockland, Thomaston and Camden Street Railway already built extending along the western side of the old county road from Thomaston to Camden, and that the location of said crossing is about at station 7 of the center line of said O. B. Ulmer quarry branch, and about 110 feet northerly upon said county road from the northerly side of the Spear meadow road, so-called.

Wherefore, said Lime Rock Railroad Company makes this application in writing, and prays that your Honorable Body will determine, direct and order the manner in which and the conditions under which such crossing shall be made, constructed and maintained, and how the expense thereof shall be borne.

Lime Rock Railroad Company,

By FRED E. RICHARDS, President.

N. & H. B. CLEAVES, Littlefield, Attorneys.

On the foregoing petition,

Ordered, That the petitioner cause to be published a true copy of said petition and this order of notice thereon three days successively in the Rockland Daily Star, a newspaper published at Rockland in the county of Knox, the first publication in said paper to be at least five days before October 10th, A. D. 1900, on which day the Board of Railroad Commissioners will be in session at the State House in Augusta at ten o'clock in the fore-

noon for the purposes indicated in said petition. Said petitioner shall send copies of the foregoing petition and order to the mayor of the city of Rockland, and to the county commissioners of Knox county five days before said hearing.

JOSEPH B. PEAKS, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this 26th day of September, A. D. 1900.

STATE OF MAINE.

In Board of Railroad Commissioners.

Upon the foregoing petition, notice having been given as ordered, the Board met at the time and place mentioned in said order.

N. & H. B. Cleaves and Littlefield appeared for the petitioners.

No one appeared for the city of Rockland.

We hereby allow the crossing named in said petition, to be made at grade, and determine that the manner and condition of said crossing shall be as follows:

The Lime Rock Railroad Company shall furnish suitable crossing frogs made of rails conforming in weight, pattern and material to those used by the Rockland, Thomaston and Camden Street Railway.

The same to be laid on good sound ties in a workmanlike manner.

The work of construction to be promptly done by said Lime Rock Railroad Company, so as not to unreasonably interfere with the traffic of the Rockland, Thomaston and Camden Railway Company, and the crossing shall be hereafter maintained by the said Lime Rock Railroad Company.

When said crossing is completed, all cars of the Rockland, Thomaston and Camden Street Railway shall come to a full stop within one hundred feet of said crossing, and the conductors of said cars shall ascertain that said crossing is clear before entering upon it.

Dated at Augusta this thirteenth day of November, A. D. 1900.

JOSEPH B. PEAKS,

BENJ. F. CHADBOURNE,

FREDERIC DANFORTH,

Railroad Commissioners of Maine.

Special Report of the Board of Railroad Commissioners upon an Accident which occurred at the Draw on the York Harbor and Beach Railroad on the 30th day of April, A. D. 1900.

STATE OF MAINE.

In Board of Railroad Commissioners.

A serious accident occurred to a regular mixed train on the York Harbor and Beach Railroad on the 30th day of April, A. D. 1900.

The train was a regular train running from Portsmouth to York beach made up of nineteen freight cars and one combination passenger and baggage car, on the rear. It was the first train over the road after the usual winter suspension of traffic.

About a half of a mile northwesterly from York Harbor station is located a draw bridge of the swinging pattern. From this bridge to the station or very near it, there is quite a heavy up grade. The train in question had crossed the draw and gone some one-half or two-thirds the way up to the station, when it stalled, stopped, because the locomotive could not haul its load. The testimony, uncontradicted, is, that two men set the brakes on the combination car as hard as they could. The forward ten cars were cut off, when the rear six of the rear ten commenced to run back toward the draw. Of these ten cars the brakes were set on the forward two. Six of the ten broke away from the forward four, uncoupled, (a Gould coupler in good repair being found unbroken and open after the accident) and despite the brakes set on the combination car, ran back into the draw which had been opened after the train had passed over. The combination car and one freight car plunged into the water. The draw tender saw the cars coming and had the draw very nearly closed. It would seem as if the brake set on the combination car ought to have held. It certainly would with the brakes set on the two forward cars of the ten, had not the six rear ones by some unexplainable means became uncoupled. It was a Gould coupler, a pattern in use on many of the large roads, and the testimony of the inspector as well as the photograph taken after the accident shows no defect in it. It did unlock and hence uncouple.

The brakes on the combination car and those set on four cars after the train started did not hold ; the draw was open ; the trainmen lost control of the train.

Was the draw opened too soon after the train passed over, considering the grade at that point? In nine hundred and ninety-nine cases out of one thousand it would have been all right. It would have been all right in this case if the brake on the combination car had held, as one would have reasonably thought they would, combined with the uncoupling of an automatic coupler that has the sanction of the Interstate Commerce Commission, who for some time have been pushing with all their might to have some automatic coupling device, especially the vertical plane, adopted by the railroads of the country.

The Gould may not be as good as some other kind, but it is accepted as filling all the requirements of the law and hence cannot be condemned by this Board.

We have stated the facts as given by the witnesses, and from this testimony we can only conclude that the accident was caused by a combination of unfortunate circumstances.

The Board cannot avoid the suggestion that there should be a rule requiring that, considering the heavy grade between the bridge and the station, the draw should not be opened until the train is fully over the grade. Had the man, who at that time was attending the draw, taken the precaution to wait until the train, that he saw had stopped, was over the grade before he opened the draw, no accident would have happened.

Dated at Augusta this thirteenth day of May, A. D. 1900.

JOSEPH B. PEAKS,
BENJ. F. CHADBOURNE,
FREDERIC DANFORTH,

Railroad Commissioners of Maine.



Comparative Statements of the Condition and Operation

OF THE

Steam Railroad Corporations of the State

COMPILED FROM THE

Returns for the Year Ending June 30, 1900.



CONTENTS OF TABLES.

STEAM RAILROAD CORPORATIONS.

TABULATED STATEMENTS.

	Column.	Page.
Tabulation of Returns, Assets and Liabilities:		
Bangor and Aroostook Railroad.....	1	214
Boston and Maine Railroad.....	2	214
Bridgton and Saco River Railroad.....	3	214
Canadian Pacific Railway.....	4	214
Franklin and Megantic Railroad.....	5	217
Georges Valley Railroad.....	6	217
Grand Trunk Railway.....	7	217
Kennebec Central Railroad.....	8	217
Lime Rock Railroad.....	9	220
Maine Central Railroad.....	10	220
Monson Railroad.....	11	220
Patten and Sherman Railroad.....	12	220
Phillips and Rangeley Railroad.....	13	223
Portland and Rochester Railroad.....	14	223
Portland and Rumford Falls Railway.....	15	223
Rumford Falls and Rangeley Lakes Railroad.....	16	226
Sandy River Railroad.....	17	226
Sebasticook and Moosehead Railroad.....	18	226
Somerset Railroad.....	19	226
Washington County Railroad.....	20	229
Wiscasset and Quebec Railroad.....	21	229
York Harbor and Beach Railroad.....	22	229

COMPARATIVE STATEMENTS.

	Column.	Page.
Cost, Capital Stock and Net Debt per Mile of Road		
Owned:		
Construction	23	232
Equipment	24	232
Lands and other permanent property.....	25	232
Capital stock.....	26	232
Net debt.....	27	232
Total capital stock and net debt.....	28	232
Earnings and Expenses of Operation:		
Passenger revenue	29	233
Freight revenue	30	233
Other earnings from operation.....	31	233
Gross income from operation.....	32	233
Operating expenses.....	33	233
Net income from operation.....	34	233
Percentage of operating expenses to gross income....	35	233
Earnings and Expenses per Mile of road Operated:		
Gross income from operation.....	36	234
Operating expenses.....	37	234
Net income from operation.....	38	234
Earnings and Expenses per Revenue-Train Mile:		
Gross income from operation.....	39	234
Operating expenses.....	40	234
Net income from operation.....	41	234
Repairs, Wages and Fuel per Total Train Mile:		
Repair of road-bed.....	42	235
Renewal of rails.....	43	235
Repair of bridges.....	44	235
Repair of locomotives.....	45	235
Repair of passenger, baggage and mail cars.....	46	235
Repair of freight cars.....	47	235
Wages	48	235
Fuel	49	235
Cost of Repairs:		
Per locomotive.....	50	236
Per passenger, baggage and mail car.....	51	236
Per freight car.....	52	236
Averages:		
Per passenger: average journey.....	53	236
Per ton of freight: average haul.....	54	236
Per train mile: average passengers.....	55	236
Per train mile: average tons of freight.....	56	236

TABULATED STATEMENTS FROM RETURNS OF STEAM RAILROAD CORPORATIONS.

OPERATING RAILROADS.		1—BANGOR AND ARROSTOOK.	2—BOSTON AND MAINE.	3—BRIDGTON AND SACO RIVER.	4—CANADIAN PACIFIC (International).
ASSETS.					
Construction		\$7,713,874 32	\$38,378,900 67	\$918,968 70	\$6,500,589 94
Equipment		833,222 53	4,860,074 91	86,462 97	413,202 85
Other permanent property		19,973 48	7,486,648 98	.....	144,797 15
Total permanent investments		8,367,070 32	48,614,386 47	202,829 67	7,068,589 94
Cash and current assets		318,170 61	4,998,405 89	5,088 98	.....
Miscellaneous assets		466,309 02	3,778,788 04	691 44	.....
GROSS ASSETS		\$9,371,549 95	\$7,399,578 90	208,660 09	7,068,589 96
LIABILITIES.					
Capital stock, common		1,060,000 00	21,902,925 80	101,850 00	2,273,000 00
Capital stock, preferred		1,248,884 11	3,149,500 00	.....	.....
Total capital stock		2,308,884 11	25,052,425 80	101,850 00	2,273,000 00
Funded debt		6,670,000 00	21,350,583 61	184,700 00	3,514,000 00
Real estate mortgages .....		.....	694,800 00	.....	.....
Current liabilities		241,778 87	4,636,114 82	11,850 88	144,797 15
Accrued liabilities .....		.....	3,048,016 48	713 42	.....
Total indebtedness		6,911,778 87	29,065,264 67	146,763 78	3,658,797 15
Sinking and other special funds .....		.....	1,256,586 88	1,783 57	1,126,782 75
GROSS LIABILITIES		\$9,310,659 96	\$5,872,836 35	260,499 35	7,068,589 94
INCOME.					
Revenue from passengers		\$17,586 48	9,098,117 67	12,878 18	76,764 02
Revenue from mails		32,419 98	300,680 97	1,071 36	28,155 92
Revenue from express		19,969 63	631,543 63	3,727 70	12,640 66
Revenue from extra baggage and storage		3,609 52	130,818 63	.....	.....
Revenue from other passenger service .....		.....	.....	190 02	.....
Total passenger revenue		\$64,586 63	10,162,160 94	17,866 76	108,369 42
Revenue from freight		814,775 67	11,862,146 73	22,816 06	129,353 92
Revenue from freight service		43,811 86	46,844 73	.....	384,308 85
Total freight revenue		858,587 53	19,048,044 16	22,816 06	384,308 85
Total passenger and freight revenue		1,227,918 16	22,211,102 14	40,682 82	518,667 27
Other earnings from operation .....		.....	91,891 90	.....	9,649 72
Gross earnings from operation		1,227,918 16	22,302,994 04	40,682 82	518,300 46
Income from other sources		2,508 13	332,725 98	.....	.....
GROSS INCOME		\$1,230,426 29	\$22,834,459 83	40,478 63	518,300 46

* Rolling stock leases. † Equipment trust obligation.

‡ Included in cost of road.

EXPENDITURES.

Operating expenses	743,338 13	15,069,636 69	26,376 46	459,376 39
Interest on funded and other debts	330,340 00	1,066,168 45	1,066,168 45	70,183 99
Taxes	4,203 89	1,200,096 65	226 02	8,349 13
Rentals paid	31,401 00	3,214,063 82	.....	1,680 00
Other charges upon income	79,019 84	64,717 25	.....	.....
Dividends paid .....	.....	1,515,304 25	4,078 00	569,339 51
GROSS EXPENDITURES	1,177,302 94	22,092,473 61	36,093 06	.....

CONDENSED EXHIBIT FOR THE YEAR.

Net income from operation	486,578 04	6,733,187 35	13,806 36	27,024 07
Income from other sources	2,506 88	523,725 89	336 80	.....
Total income above operating expenses	489,084 87	7,256,913 24	14,202 16	27,024 27
Interest, taxes, rentals, and other charges	434,964 82	6,338 69	6,338 69	80,113 12
Net desirable income	53,120 05	1,687,330 57	7,863 57	.....
Amount of dividends declared .....	.....	1,515,304 25	4,078 00	.....
Percentage of dividends declared .....	.....	.....	.....	.....

SURPLUS.

Surplus June 30, 1899	130,594 92	1,763,969 73	13,169 53	1137,298 83
Surplus for the year	53,120 05	173,016 32	3,785 57	153,069 05
Deductions during the year	12,825 00	411,233 50	8,894 36	1190,387 96
TOTAL SURPLUS JUNE 30, 1900	160,889 97	1,515,752 55	8,060 74	.....

VOLUME OF TRAFFIC, ETC.

Passengers carried	315,747	32,992,814	19,119	78,472
Passengers, average length of journey	40.80	16.96	13.56	68.18
Total passenger mileage	12,986,390	555,146,575	266,728	5,418,576
Average fare per mile on local tickets	3.75c	1.717c	.....	.....
Average fare on commutation tickets	2c	.....	.....	.....
Average fare on mileage tickets	2.37c	2 to 2.25	.....	.....
Average fare on season tickets .....	.....	2 to 1000 m.	.....	.....
Average fare on joint tickets .....	.....	0.665c	.....	.....
Average length of haul	3c	1.792c	.....	.....
Total freight mileage	633,974	12,436,575	24,619	454,188
Miles run by passenger trains	86.62	66.99	15.47	181.37
Miles run by freight trains	57,265,060	892,397,963	890,926	82,374,836
Miles run by mixed trains	429,180	8,067,943	194,400	.....
Miles run by mail trains	498,068	5,061,151	.....	413,566
Total mileage of trains carrying revenue .....	.....	136,865	39,411	81,100
Mileage of non-revenue trains	922,348	18,289,079	39,411	644,066
Miles run by construction and other trains	431,242	6,123,483	4,710	9,421
Total train mileage	1,353,490	18,412,562	44,121	653,487

*7% on common, 6% on preferred stock.

† Deficit.

‡ Within suburban circuit.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.	1—BANGOR AND ARROSTOOK.	2—BOSTON AND MAINE.	3—BRIDGTON AND SACO RIVER.	4—CANADIAN PACIFIC (International).
EQUIPMENT.				
Number of locomotives	39	694	3	10
Number of passenger and combination cars	31	983	3	
Number of dining, parlor and sleeping cars	12	8		
Number of baggage, express and mail cars	1,633	216	1	
Number of freight cars (basis 8 wheels)	1	11,970	57	1,000
Number of officers' and pay cars	117	5		
Number of gravel and other cars		563		6
MISCELLANEOUS.				
Whole number of stockholders	316	7,150		
Number in Maine	286	699		
Amount of stock held in Maine	\$850,000	\$1,834,900		
Total miles of road operated	384.05	1,787.14		293.80
Total miles of road operated in Maine	384.05	157.43		293.80
Highway grade crossings in Maine	170	149		
Crossing over highways ..	2	38	17	
Crossing over highroads ..		18	1	
Crossing steam roads at grade	1	8		
Crossing over steam roads ..	1			
Crossing under steam roads ..	1			
Crossing street railways at grade	1	9		
Crossing over street railways ..		3		
Crossing under street railways ..	1	2		
Average number of employees	1,245	16,091	48	

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.	5—FRANKLIN AND MEGANTIC.	6—GEORGES VALLEY.	7—GRAND TRUNK.	8—KENNEBEC CENTRAL.
ASSETS.				
Construction .....	.....	\$80,992 00	*\$5,925,000 00	\$61,517 33
Equipment .....	.....	4,172 36	.....	20,061 33
Total permanent investments .....	.....	85,164 36	.....	81,578 66
Cash and current assets	\$6,118 38	3,248 25	.....	3,348 63
Miscellaneous assets	838 95	800 00	.....	201 63
GROSS ASSETS	7,007 33	88,212 61	.....	85,168 89
LIABILITIES.				
Capital stock, common .....	.....	100,000 00	.....	41,250 00
Total capital stock .....	.....	100,000 00	.....	41,250 00
Funded debt .....	.....	50,000 00	.....	30,000 00
Current liabilities	13,840 09	4,596 28	.....	9,049 30
Accrued liabilities .....	.....	.....	.....	147 50
Total indebtedness	13,840 09	54,596 28	.....	52,196 80
GROSS LIABILITIES	13,840 09	154,596 28	.....	73,445 80
INCOME.				
Revenue from passengers	6,167 89	1,670 72	246,408 04	8,315 41
Revenue from mails	1,071 78	536 36	20,728 65	310 80
Revenue from express	863 51	380 83	25,514 09	381 86
Revenue from extra baggage and storage	57 24	.....	.....	44 55
Revenue from other passenger service .....	.....	.....	.....	9,050 73
Total passenger revenue	8,140 42	2,578 01	300,644 81	7,999 23
Total freight revenue	13,397 86	10,400 35	1,065,258 77	7,889 33
Total passenger and freight revenue	21,538 28	12,778 36	1,065,258 77	16,888 56
Other earnings from operation	21,508 38	12,778 36	1,305,908 58	16,839 84
Gross earnings from operation	21,508 38	12,778 36	9,986 84	190 00
Income from other sources .....	.....	65 34	1,305,900 42	17,229 84
GROSS INCOME	21,508 38	12,843 70	1,305,900 42	17,229 84

* Covers construction and equipment.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.	5—FRANKLIN AND MEGANTIC.	6—GEORGES VALLEY.	7—GRAND TRUNK.	8—KENNEBEC CENTRAL.
EXPENDITURES.				
Operating expenses	\$25,368 62	\$8,983 73	\$1,110,433 53	\$11,188 23
Interest on funded and other debts	654 19	3,078 13	206,250 00	1,817 17
Taxes	180 78	93 59	48,100 42	253 70
Other charges upon income			255,850 42	2,400 00
Dividends paid			847,040 00	15,456 10
GROSS EXPENDITURES	26,173 59	12,055 38	1,712,853 95	
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation	\$3,850 24	3,914 63	196,466 39	5,943 71
Income from other sources		63 24		
Total income above operating expenses	\$3,850 24	3,978 87	196,466 39	5,943 71
Interest, taxes, rentals, and other charges	814 97	3,171 63	255,360 42	1,869 47
Net available income		803 23		1,073 24
Amount of dividends declared			347,040 00	2,400 00
Percentage of dividends declared			6	6
SURPLUS.				
Surplus June 30, 1899	\$2,117 55	2,271 10	\$1,287,134 50	10,046 35
Surplus for the year	44,665 21	3,043 23	440,483 53	1,573 54
TOTAL SURPLUS JUNE 30, 1900	\$6,783 76	5,314 33	\$1,646,618 03	11,720 09
VOLUME OF TRAFFIC, ETC.				
Passengers carried	11,547	5,290	294,290	57,920
Passengers, average length of journey	15.16	8.0	40.15	4.83
Total passenger mileage	175,085	43,840	11,836,917	283,412
Average fare per mile on local tickets	8.20	4.76	2.12	20
Average fare on commutation tickets	2.56		1.47	
Average fare on mileage tickets			6	
Average fare on season tickets			00.82	
Average fare on joint tickets			3.00	
Tons of freight hauled	14,908	29,733	1,894,155	6,033
Average length of haul	17.77	4.71	100.60	5
Total freight mileage	264,367	140,163	190,749,463	30,165

* Deficit.

Miles run by passenger trains.....	13,755	.....	899,528	14,360
Miles run by freight trains.....	10,660	.....	845,099	2,500
Miles run by mixed trains.....	16,163	.....	1,313	16,880
<i>Total mileage of trains earning revenue.....</i>	40,578	.....	1,243,939	3,835
Mileage of non-revenue trains.....	11,363	.....	25,098	3,835
Mileage run by construction and other trains.....	.....	.....	957,173	90,188
<i>Total train mileage.....</i>	51,940	.....	1,566,700	.....
EQUIPMENT.				
Number of locomotives.....	9	1	*	2
Number of passenger and combination cars.....	1	1	.....	5
Number of baggage, express and mail cars.....	1	.....	.....	8
Number of freight cars (basis 8 wheels).....	48	5	.....	.....
MISCELLANEOUS.				
Whole number of stockholders.....	4	102	1,692	79
Number in Maine.....	4	99	70	71
Amount of stock held in Maine.....	.....	.....	\$13,400	\$86,300
Total miles of road operated in Maine.....	56	8.50	173.84	2
Total miles of road operated in Maine.....	56	8.50	86.87	2
Highway grade crossings in Maine.....	13	4	32	2
Crossing under highways.....	.....	.....	.....	.....
Crossing over highways.....	.....	.....	.....	.....
Crossing under grade.....	.....	.....	.....	.....
Crossing under steam roads.....	.....	.....	.....	.....
Crossing street railway at grade.....	.....	.....	.....	.....
Crossing under street railways.....	.....	.....	.....	.....
Average number of employees.....	47	10	1,041	10

* Equipment furnished by Grand Trunk Railway.

Tabulated Statements from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.		9—LIME ROCK.	10—MAINE CENTRAL.	11—MONSON.	12—PATTEN AND SHERMAN.
ASSETS.					
Construction	\$382,465 72	\$13,045,797 31	\$40,886 68	\$78,961 60	
Equipment	114,946 22	2,434,639 47	17,361 85	6,667 00	
Other permanent property	35,625 00	488,472 00			
<i>Total permanent investments.</i>	533,036 94	15,968,908 78	78,148 68	85,618 60	
Cash and current assets	17,270 82	844,369 87	52 14	1,349 85	
Miscellaneous assets	31,207 90	1,200,878 45		251 49	
Gross Assets.	581,565 78	18,054,157 10	78,200 77	87,219 94	
LIABILITIES.					
Capital stock, common	450,000 00	4,988,000 00	70,000 00	36,000 00	
<i>Total capital stock</i>	450,000 00	4,988,000 00	70,000 00	36,000 00	
Funded debt	400,000 00	10,792,192 00	70,000 00	62,277 88	
Current liabilities	7,157 48	814,758 30	71,977 63		
Accrued liabilities	100,000 00	328,868 88			
<i>Total indebtedness</i>	507,157 48	11,855,518 68	147,977 63	62,277 88	
Sinking and other special funds		926,914 12			
Gross Liabilities	\$57,157 48	17,849,727 80	217,977 63	88,277 88	
INCOME.					
Revenue from passengers		3,021,144 00	1,361 86	3,207 68	
Revenue from mails		880,377 88	192 16	374 44	
Revenue from express		77,124 40	155 11	931 32	
Revenue from extra baggage and storage		84,694 01	118 88	93 17	
Revenue from other passenger service		11,862 15		2 00	
<i>Total passenger revenue</i>		2,825,292 60	1,727 51	3,797 61	
Revenue from freight	75,839 09	3,277,273 07	3,650 11	3,378 33	
Revenue from other freight service		10,358 11			
<i>Total freight revenue.</i>	1,067 50	3,287,631 18	37 73	3,278 33	
<i>Total passenger and freight revenue</i>	77,066 59	6,612,923 68	6,415 35	7,075 94	
Other earnings from operation		27,800 00		14 15	
<i>Gross earnings from operation.</i>		5,640,723 68	6,415 35	7,090 09	
Income from other sources		57,944 88	90 13		
Gross Income.	75,070 83	5,698,668 56	5,435 48	7,090 09	

EXPENDITURES.

Operating expenses	3,753,871 53	6,016 05	6,732 47
Interest on funded and other debts	684,870 13	4,585 23	
Taxes	147,703 54	59 30	113 89
Rentals paid	646,525 75		
Other charges upon income	39,440 00		70 40
Dividends paid	286,543 50		6,906 76
GROSS EXPENDITURES	5,461,054 45	10,670 50	
CONDENSED EXHIBIT FOR THE YEAR.			
Net income from operation	1,886,753 15	*600 70	367 63
Income from other sources	57,844 58	20 13	
Total income above operating expenses	1,944,598 73	*580 57	367 63
Interest, taxes, rentals, and other charges	1,408,539 42	4,054 45	184 39
Net divisible income	536,157 31		183 33
Amount of dividends declared	286,543 50		
Percentage of dividends declared	18,000 00		
	69,354 19		
SURPLUS.			
Surplus June 30, 1899	22,691 64	*134,609 48	*1,241 37
Surplus for the year	9,716 64	*6,385 02	183 33
Additions during the year	32,408 28		
Deductions during the year	6,000 00		
TOTAL SURPLUS JUNE 30, 1900	26,408 28	*139,944 50	*1,068 04
VOLUME OF TRAFFIC, ETC.			
Passengers carried			
Passengers, average length of journey		4,436	10,633
Total passenger mileage		37,99	5.84
Average fare per mile on local tickets	90,720,967		62,097
Average fare on joint tickets	†2 228c.	3.84c.	5.168c.
Tons of freight hauled			5c.
Average length of haul	3,575,915	6,454	6,783
Total freight mileage	81.11	6.16	5.37
Miles run by passenger trains	289,872,067		31,040
Miles run by freight trains	1,817,544		7,900
Miles run by mixed trains	1,650,842		
Total mileage of trains earning revenue			3,900
Mileage of non-revenue trains	3,368,398		11,700
Total train mileage	1,446,479		11,700
	4,814,865		

* Deficit.

† Average fare per mile on all tickets.

Tabulated Statements from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.	9—LIME ROCK.	10—MAINE CENTRAL.	11—MONSON.	12—PATTEN AND SHERMAN.
EQUIPMENT.				
Number of locomotives	3	165	3	2
Number of passenger and combination cars		171	1	1
Number of baggage, express and mail cars		65		
Number of freight cars (basis 8 wheels)	12	3,628	16	2
Number of officers' and pay cars		1		
Number of gravel and other cars	402	452	3	
MISCELLANEOUS.				
Whole number of stockholders		826	16	10
Number in Maine		419	4	10
Amount of stock held in Maine		\$1,102,700	\$400 00	\$36,000 00
Total miles of road operated	19.57	815.83	6.16	6.84
Total miles of road operated in Maine	12.57	649.67	6.16	5.84
Highway grade crossings in Maine	18	625	6	
Crossing under highways	3	36		
Crossing over highways	8	26		
Crossing steam roads at grade	1	1		
Crossing over steam roads	1	1		
Crossing street railways at grade	1	28		
Crossing over street railways		3		
Crossing under street railways		6		
Average number of employees	29	3,489	7	7

Tabulated Statements from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.		13—PHILLIPS AND RANGELEY.	14—PORTLAND AND ROCHESTER.	15—PORTLAND AND RUMFORD FALLS.
ASSETS.				
Construction.....		\$593,984.48		\$2,091,417.28
Equipment.....		57,588.28		174,880.86
Other permanent property.....				324,691.92
<i>Total permanent investments.....</i>				2,490,769.46
Cash and current assets.....		296,522.76	*\$719,575.25	171,271.01
Miscellaneous assets.....		7,871.39	190,478.59	48,471.59
		3,861.83	13,143.31	
		308,081.86	398,789.70	2,680,812.06
GROSS ASSETS.....				
LIABILITIES.				
Capital stock, common.....		98,400.00	593,000.00	1,000,000.00
<i>Total capital stock.....</i>		98,400.00	593,000.00	1,000,000.00
Fundamental liabilities.....		200,000.00		1,842,000.00
Current liabilities.....		66,848.72		73,718.01
Accrued liabilities.....		14,615.87	114,555.24	12,180.00
<i>Total fund liabilities.....</i>		281,665.59	110,680.24	1,435,898.01
Sinking fund.....				42,000.00
Other special funds.....		381,065.59	707,680.24	2,465,588.01
GROSS LIABILITIES.....				
INCOME.				
Revenue from passengers.....		10,576.80	43,167.18	68,923.66
Revenue from mails.....		1,560.71	4,181.65	6,488.75
Revenue from express.....		1,761.51	4,335.43	3,540.00
Revenue from extra baggage and storage.....				636.24
Revenue from other passenger service.....				300.00
<i>Total passenger revenue.....</i>		14,960.02	50,684.17	80,688.65
Revenue from freight.....		14,431.93	108,270.02	270,693.05
Revenue from other freight service.....		4,147.12		
<i>Total freight revenue.....</i>		18,568.85	108,270.02	270,693.05
<i>Total passenger and freight revenue.....</i>		33,528.87	158,954.19	351,381.65
Other earnings from operation.....		115.96		5,159.53
<i>Gross earnings from operation.....</i>		33,644.83	159,064.19	356,541.19
Income from other sources.....		4.45		30,697.63
GROSS INCOME.....		33,649.28	161,302.12	377,177.99

* Covers construction and equipment.

Tabulated Statements from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.	13—PHILIPS AND RANGELEY.	14—PORTLAND AND ROCHESTER.	15—PORTLAND AND RUMFORD FALLS.
EXPENDITURES.			
Operating expenses.....	\$36,338 62	\$116,909 67	\$247,447 83
Interest on funded and other debts.....	13,353 94		53,680 00
Taxes.....	347 05	6,668 07	5,447 08
Dividends paid.....		17,760 00	40,000 00
GROSS EXPENDITURES	35,999 61	141,337 74	346,574 89
CONDENSED EXHIBIT FOR THE YEAR.			
Net income from operation.....	6,505 71	43,044 52	109,031 68
Income from other sources.....	4 65	1,347 83	30,687 68
<i>Total income above operating expenses</i>	<i>6,560 36</i>	<i>44,392 45</i>	<i>139,739 36</i>
Interest, taxes, rentals, and other charges.....	13,605 99	6,668 07	59,137 08
<i>Net distributable income</i>	<i>37,724 38</i>	<i>37,724 38</i>	<i>70,602 30</i>
Amount of dividends declared.....		17,760 00	40,000 00
Percentage of dividends declared.....			4
SURPLUS.			
Surplus June 30, 1899.....	\$68,887 98	119,235 48	188,813 44
Surplus for the year.....	27,045 63	119,864 35	30,602 30
Additions during the year.....		32,806 90	7,501 69
Deductions during the year.....			311,914 05
TOTAL SURPLUS JUNE 30, 1900	72,933 61	169,099 46	
VOLUME OF TRAFFIC, ETC.			
Passengers carried.....	10,821	143,981	117,974
Passengers, average length of journey.....	26 08	13 54	23 67
<i>Total passenger mileage</i>	<i>271,433</i>	<i>1,805,680</i>	<i>2,792,638</i>
Average fare per mile on local tickets.....			2 36c
Average fare on commutation tickets.....			.0081c
Average fare on mileage tickets.....			
Average fare on joint tickets.....			
Tons of freight hauled.....			240 500 m. 2c 1,000 m.
Average length of haul.....	14,800	186,983	3,02c
<i>Total freight mileage</i>	<i>271,946</i>	<i>7,898,817</i>	<i>408,048</i>

* Deficit. † For six months ending December 31, 1899.

Miles run by passenger trains.....	23,174	61,300	111,143
Miles run by freight trains.....	3,666	64,824	85,704
Miles run by mixed trains.....	17,893		
Total mileage of trains earning revenue.....	44,808	126,074	206,846
Mileage of non-revenue trains.....	7,871	19,820	72,898
Miles run by construction and other trains.....		14,500	
Total train mileage.....	52,679	160,394	279,744
EQUIPMENT.			
Number of locomotives.....	4	14	11
Number of passenger and combination cars.....	4	12	9
Number of baggage, express and mail cars.....	1	6	1
Number of freight cars (basis 8 wheels).....	82	178	114
Number of gravel and other cars.....	14	45	49
MISCELLANEOUS.			
Whole number of stockholders.....			45
Number in Maine.....			23
Amount of stock held in Maine.....			\$945,000 00
Total miles of road operated.....	38.60	63.86	68.03
Total miles of road operated in Maine.....	38.60	50.86	68.03
Highway grade crossings in Maine.....	7	85	66
Crossing under highways.....	1		1
Crossing over highways.....			2
Crossing steam roads at grade.....			1
Crossing over steam roads.....			2
Average number of employees.....		207	206

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.	16—RUMFORD FALLS AND RANGELEY LAKES.	17—SANDY RIVER.	18—SEBASTICOOK AND MOOSEHEAD.*	19—SOMERSET.
ASSETS.				
Construction	\$502,452 24	\$215,652 60	.....	\$1,043,052 08
Equipment	86,745 73	49,467 88	.....	83,878 08
Other permanent property	1,548 27	46,065 20	.....	16,740 08
<i>Total permanent investments.</i>	600,719 24	314,185 68	.....	1,061,701 13
Cash and current assets	8,145 26	13,717 09	.....	12,025 88
Miscellaneous assets .....	.....	1,965 50	.....	19,029 45
GROSS ASSETS.	608,865 50	328,868 27	.....	1,133,256 51
LIABILITIES.				
Capital stock, common	150,000 00	100,000 00	.....	736,648 76
<i>Total capital stock.</i>	150,000 00	100,000 00	.....	736,648 76
Funded debt	406,181 04	300,000 00	.....	230,000 00
Current liabilities	6,583 84	24,089 64	.....	77,808 60
<i>Total liabilities.</i>	5,000 00	1,969 31	.....	.....
<i>Total indebtedness.</i>	421,074 88	327,008 95	.....	302,808 60
GROSS LIABILITIES.	571,074 88	427,008 95	.....	1,038,459 36
INCOME.				
Revenue from passengers	12,816 15	14,927 16	\$3,337 60	23,859 37
Revenue from mails	1,202 96	1,875 87	381 10	2,091 00
Revenue from express	686 08	1,827 54	570 69	2,416 70
Revenue from extra baggage and storage .....	.....	183 81	.....	338 08
Revenue from other passenger service .....	.....	37 65	.....	.....
<i>Total passenger revenue.</i>	14,705 14	18,303 08	4,089 39	29,725 08
Revenue from freight	75,185 44	23,017 16	6,372 12	73,909 39
<i>Total freight revenue.</i>	75,185 44	23,017 16	.....	73,909 39
<i>Total passenger and freight revenue.</i>	89,900 58	47,819 19	6,372 12	74,183 33
Other earnings from operation	1,191 30	102 81	10,361 51	103,907 96
<i>Gross earnings from operation.</i>	91,191 88	47,421 50	10,361 51	103,907 96
Income from other sources .....	.....	2,566 08	.....	.....
GROSS INCOME.	91,191 88	49,987 58	10,361 51	103,907 96

* Operated by Alvin B. Thompson, Receiver.

EXPENDITURES.			
Operating expenses	66,575 69	26,166 63	8,246 11
Interest on funded and other debts	20,501 74	15,885 84	49 50
Taxes	743 09	597 03	8,286 61
GROSS EXPENDITURES	87,223 52	41,140 10	2,115 40
CONDENSED EXHIBIT FOR THE YEAR.			
Net income from operation	25,313 19	22,294 87	2,115 40
Income from other sources .....	.....	2,696 03	.....
Total income above operating expenses	25,313 19	24,890 90	2,115 40
Interest, taxes, rentals, and other charges	21,344 83	15,963 47	49 50
Net divisible income	3,968 36	8,927 43	2,065 90
Amount of dividends declared .....	.....	8,000 00	.....
Percentage of dividends declared .....	.....	6	.....
SURPLUS.			
Surplus on June 30, 1899	33,410 72	199,868 11	.....
Surplus for the year	3,968 36	2,847 43	2,065 90
Additions during the year	446 89	.....	.....
Deductions during the year	34 30	.....	.....
TOTAL SURPLUS JUNE 30, 1900	37,781 13	197,140 68	.....
VOLUME OF TRAFFIC, ETC.			
Passengers carried	11,781	37,583	10,084
Passengers, average length of journey	21.12	13.94	8
Total passenger mileage	248,779	384,678	80,672
Average fare per mile on local tickets	4.286	3.886	.....
Average fare on commutation tickets	1.452	2.766	.....
Average fare on mileage tickets	3.75c	500 m.	3c
Average fare on joint tickets	100 m.	.....	.....
Average length of haul	100.222	.....	.....
Tons of freight hauled	34,369	84,729	10,513
Average length of haul	20.648	14.16	8
Total freight mileage	2,064,488	491,647	84,104
Miles run by revenue passenger trains	24,562	37,670	5,008
Miles run by revenue freight trains	38,565	893	.....
Miles run by mixed trains	63,937	19,383	11,853
Total mileage of trains earning revenue	127,064	41,854	16,863
Mileage of non-revenue trains	17,876	3,917	.....
Total train mileage	144,940	44,831	16,863

† Deficit.

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.	16—RUMFORD FALLS AND RANGELEY LAKES.	17—SANDY RIVER.	18—SEBASTICOOK AND MOOSEHEAD.	19—SOMERSET.
EQUIPMENT.				
Number of locomotives	4	5	2	8
Number of passenger and combination cars	4	4	2	8
Number of baggage, express and mail cars	4	2	.....	2
Number of freight cars (basis 8 wheels)	54	67	6	54
Number of freight and other cars .....	.....	.....	.....	1
MISCELLANEOUS.				
Whole number of stockholders	13	8	.....	46
Number in Maine	12	9	.....	49
Amount of stock held in Maine .....	.....	.....	.....	.....
Total miles of road operated	\$125,000 00	\$100,000 00	.....	\$600,600 00
Total miles of road operated in Maine	\$2 73	18	.....	42 08
Highway grade crossings in Maine	\$2 73	18	.....	43 08
Crossing over highways	16	14	.....	81
Crossing steam roads .....	.....	2	.....	1
Crossing steam roads at grade .....	.....	1	.....	1
Average number of employees	60	23	.....	66

Tabulated Statements from Returns of Steam Railroad Corporations—Continued.

OPERATING RAILROADS.		20—WASHINGTON COUNTY.	21—WISCASSET AND QUEBEC.†	22—YORK HARBOR AND BEACH.
ASSETS.				
Construction.....		\$4,158,985 85	.....	\$300,000 00
Equipment.....		351,373 74	.....	.....
Total permanent investments.....		4,511,269 59	.....	\$300,000 00
Cash and current assets.....		85,905 85	.....	26,731 47
Miscellaneous assets.....		48,791 10	.....	.....
GROSS ASSETS.....		4,646,966 54	.....	\$326,731 47
LIABILITIES.				
Capital stock, common.....		1,498,900 00	.....	.....
Capital stock, preferred.....		500,000 00	.....	300,000 00
Total capital stock.....		1,998,900 00	.....	300,000 00
Funded debt.....		2,145,000 00	.....	.....
Current liabilities.....		591,919 73	.....	.....
Total indebtedness.....		2,735,919 73	.....	.....
GROSS LIABILITIES.....		4,735,819 73	.....	\$300,000 00
INCOME.				
Revenue from passengers.....		128,965 00	\$4,307 54	15,038 54
Revenue from mails.....		5,975 70	8,354 05	.....
Revenue from express.....		6,238 81	769 40	415 15
Revenue from extra baggage and storage.....		2,190 57	46 19	195 79
Revenue from other passenger service.....		.....	.....	.....
Total passenger revenue.....		143,370 08	8,957 58	15,649 78
Revenue from freight.....		84,118 14	11,377 97	6,908 53
Revenue from other freight service.....		.....	.....	86 92
Total freight revenue.....		84,118 14	11,377 97	6,995 45
Total passenger and freight revenue.....		227,488 22	20,335 55	22,645 23
Other earnings from operation.....		529 14	.....	.....
Gross earnings from operation.....		227,767 86	20,335 55	22,645 23
Income from other sources.....		.....	.....	1,135 99
GROSS INCOME.....		227,767 86	20,335 55	23,778 22

* Deficit.

† Operated by Waterville Trust Company, trustee.

Tabulated Statements from Returns of Steam Railroad Corporations—Concluded.

OPERATING RAILROADS.	20—WASHINGTON COUNTY.	21—WISCASSET AND QUEREC.	22—YORK HARBOR AND BEACH.
EXPENDITURES.			
Operating expenses	\$197,761 86	\$21,796 60	\$17,062 88
Interest on funded and other debts	107,100 00	8 07	937 47
Taxes	1,236 39	115 09	17,890 80
GROSS EXPENDITURES	306,098 27	21,864 76	17,890 80
CONDENSED EXHIBIT FOR THE YEAR.			
Net income from operation	29,966 88	*1,401 06	6,487 40
Income from other sources			1,135 99
<i>Total income above operating expenses</i>	29,966 88	*1,401 06	6,623 39
Interest, taxes, rentals, and other charges	106,798 99	118 16	937 47
<i>Net distributable income</i>			6,885 92
SURPLUS.			
Surplus June 30, 1899	*2,672 78		90,335 55
Surplus for the year	*78,350 41	*1,519 31	6,885 92
Deductions during the year			95,721 47
TOTAL SURPLUS JUNE 30, 1900	*86,363 19	*1,519 31	
VOLUME OF TRAFFIC, ETC.			
Passengers carried	175,928 00	9,693 00	61,300 00
Passengers, average length of journey	26.50	30	8.24
<i>Total passenger mileage</i>	6,013,371	194,172	18,188
Average fare per mile on local tickets	2.87c.	4c.	
Average fare per mile on commutation tickets		2.25c.	
Average fare per mile on mileage tickets	3.12c.	3.25c.	
Average fare per mile on joint tickets	3.50c.		
Tons of freight hauled	180,727	10,689	7,910
Average length of haul	24.54	28.17	8.37
<i>Total freight mileage</i>	4,515,108	300,192	4,046
* Deficit.			

Miles run by passenger trains	182,125	6,889	
Miles run by freight trains	92,539	26,196	22,884
Miles run by mixed trains	276,494	33,068	1,941
<i>Total mileage of trains earning revenue</i>	127,807	1,244	24,775
Miles run by non-revenue trains	402,841	74,312	
<i>Total train mileage</i>			
EQUIPMENT.			
Number of locomotives	12	3	
Number of passenger and combination cars	19	3	
Number of baggage, express and mail cars	4	1	
Number of freight cars (basis 8 wheels)	230	34	
Number of gravel and other cars	3		
MISCELLANEOUS.			
Whole number of stockholders	27		89
Number in Maine	26		88
Amount of stock held in Maine	\$502,500		\$51,000
Total miles of road operated	136,33	48.46	11.17
Total miles of road operated in Maine	131.88	45.46	11.17
Highway grade crossings in Maine	78	34	17
Crossing under highways	2	1	2
Crossing over highways	1		
Crossing steam roads at grade	1	1	
Crossing street railways at grade	1		
Crossing under street railways	1		
Average number of employees	233	50	2
			35

† Rolling stock furnished by the Boston and Maine Railroad Company.

COMPARATIVE STATEMENTS OF CONDITION AND OPERATIONS OF STEAM RAILROADS DOING BUSINESS IN MAINE.

RAILROADS.	COST, CAPITAL STOCK AND NET DEBT PER MILE OF ROAD OWNED.					
	23—Construction.	24—Equipments.	25—Lands and Other Permanent Property.	26—Capital Stock.	27—Net Debt.	28—Total Stock and Net Debt.
Bangor & Aroostook Railroad	\$23,186 17	\$2,543 69	\$9 43	\$10,434 76	\$18,111 81	\$28,546 57
Boston & Maine Railroad	69,834 07	9,336 04	2,612 39	48,225 00	42,304 30	83,579 18
Bridgton & Saco River Railroad	10,181 86	1,715 85	.....	4,797 64	6,633 43	11,430 07
Canadian Pacific Railway	36,788 85	2,438 44	819 41	12,863 61	30,478 71	43,343 32
Franklin & Megantic Railway .....	.....	.....	.....	.....	.....	.....
Georges Valley Railroad	9,528 47	490 37	.....	11,764 70	6,069 76	17,834 46
Grand Trunk Railway	164,040 73	.....	.....	33,182 11	20,808 62	54,000 73
Kennebec Central Railroad	13,303 46	4,012 26	.....	8,250 00	5,782 03	14,032 08
Lime Rock Railroad	33,846 46	10,176 66	3,152 65	38,825 00	52,302 35	92,025 35
Maine Central Railroad	37,963 25	7,028 81	1,410 20	14,400 00	31,157 00	45,557 00
Monson Railroad	7,461 60	2,115 43	.....	8,578 00	18,128 00	26,706 00
Moulton & Sherman Railroad	13,620 82	1,139 80	.....	6,184 38	8,730 57	14,864 95
Phillips & Rangeley Railroad	8,354 00	2,013 00	.....	3,475 50	9,573 82	13,048 72
Portland & Rochester Railroad .....	.....	2,738 14	2,191 31	10,768 00	1,801 50	1,397 50
Portland & Rumford Falls Railway	82,386 31	3,090 03	3,616 00	15,663 00	20,318 35	35,980 35
Rumford Falls & Rangeley Lakes R. R.	16,046 70	.....	49 44	4,791 00	13,188 00	17,979 00
Sandy River Railroad	12,147 18	2,748 22	2,559 17	5,566 00	17,405 00	22,961 00
Sebastcook & Moosehead Railroad .....	.....	.....	.....	.....	.....	.....
Somerset Railway	24,776 00	782 00	386 00	17,514 00	6,801 00	24,415 00
Washington County Railroad	30,514 16	2,576 64	.....	14,698 00	19,430 86	34,099 89
Washington & Quebec Railroad .....	.....	.....	.....	.....	.....	.....
York Harbor & Beach Railroad	26,357 65	.....	.....	36,857 65	.....	36,857 65

† Covers cost of construction and equipment.

* Per mile operated.

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine—Continued.

EARNINGS AND EXPENSES OF OPERATING.

RAILROADS.	29—Passenger Revenue.	30—Freight Revenue.	31—Other Earnings from Operation.	32—Gross Income from Operation.	33—Operating Expenses.	34—Net Income from Operation.	35—Per Cent Operating Expenses to Gross Income.
Bangor and Aroostook Railroad	\$364,928 63	\$814,775 67	\$48,311 86	\$1,227,916 16	\$742,338 12	\$485,578 04	60.45
Boston and Maine Railroad	10,162,160 98	12,048,941 16	90,961 90	22,301,704 04	15,593,626 69	6,732,137 37	69.81
Bridgton and Saco River Railroad	17,266 76	22,816 06	.....	40,082 82	26,276 46	13,806 36	65.50
Canadian Pacific Railroad	129,353 82	384,303 85	2,642 79	516,300 46	489,276 39	27,024 07	86.46
Franklin and Megalloway	8,140 42	13,367 96	.....	21,508 38	25,358 62	3,850 24	118
Georges Valley Railroad	2,378 01	10,400 35	.....	12,478 36	8,863 73	3,614 63	69.37
Grand Trunk Railroad	300,644 81	1,003,258 77	2,998 84	1,306,900 42	1,110,433 53	196,466 89	80.08
Kennebec Central Railroad	9,090 72	7,859 22	190 00	17,129 94	11,186 23	5,943 71	65
Lime Rock Railroad .....	.....	75,939 09	1,067 50	77,006 59	27,238 55	49,768 04	35.37
Maine Central Railroad	2,325,292 50	3,287,681 18	27,800 00	6,640,723 68	3,753,971 53	1,186,752 15	66.55
Monson Railroad	1,727 51	3,650 11	37 73	5,415 35	6,016 05	*900 70	111
Patten and Sherman Railroad	3,797 61	7,075 94	14 15	7,090 09	6,722 47	367 62	94.80
Phillips and Rangeley Railroad	14,265 02	18,568 35	116 86	32,949 33	26,393 62	6,555 71	80.10
Portland and Rochester Railroad	160,684 17	109,270 02	.....	159,954 19	116,909 67	43,044 52	73.09
Rumford Falls and Rangeley Lakes Railroad	80,628 03	270,692 06	5,159 63	356,479 61	247,447 93	109,031 68	69.41
Sandy River Railroad	14,706 14	75,195 44	1,291 90	91,191 88	65,878 69	25,313 19	72.24
Sebasticook and Moosehead Railroad	18,302 03	29,017 16	102 31	47,421 50	25,156 63	22,264 87	53
Somerset Railway	4,089 39	6,272 12	.....	10,361 51	8,246 11	2,115 40	79.49
Washington County Railroad	25,725 63	73,969 39	272 94	103,907 96	71,868 57	32,039 39	69.17
Wiscasset and Quebec Railroad	143,310 88	84,118 14	329 14	227,757 86	197,761 98	29,996 88	86.88
York Harbor and Beach Railroad	8,967 88	11,377 97	.....	20,335 55	21,736 60	*1,401 05	106
	15,649 78	6,803 53	86 92	22,540 23	17,052 83	5,487 40	75.66

* Deficit.

† Six months operation.

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine—Continued.

RAILROADS.	EARNINGS AND EXPENSES PER MILE OPERATED.			EARNINGS AND EXPENSES PER REVENUE-TRAIN MILE.		
	36—Gross Income from Operation.	37—Operating Expenses.	38—Net Income from Operation.	39—Gross Income from Operation.	40—Operating Expenses.	41—Net Income from Operation.
Bangor and Aroostook Railroad	\$3,373 93	\$2,039 11	\$1,333 82	\$1,331	\$0,804	\$0,527
Boston and Maine Railroad	13,731 86	8,888 19	5,843 16	1,678	1,171	.507
Bridgton and Saco River Railroad	3,886 25	1,226 53	2,659 71	1,016	.666	.350
Canadian Pacific Railway	2,317 78	2,101 70	116 08	.801	.759	.042
Franklin and Megalloway	2,820 33	1,014 34	*154 01	.530	.624	*.094
Georges Valley Railway	1,503 34	1,136 91	366 43			
Grand Trunk Railway	7,592 80	6,456 38	1,136 32	1,050	.892	.158
Kennebec Central Railroad	3,425 98	2,237 24	1,188 74	1,016	.663	.353
Lime Rock Railroad	6,126 32	2,166 95	3,959 27			
Maine Central Railroad	6,614 69	4,601 41	2,312 67	1,674	1,114	.560
Monson Railroad	663 64	737 26	*73 62	.445	.494	*.049
Patten and Sherman Railroad	1,214 06	1,150 77	63 29	.605	.574	.031
Phillips and Rangeley Railroad	1,152 07	922 85	229 22	.735	.589	.146
Portland and Rochester Railroad	2,969 81	2,170 62	799 19	1,268	.927	.341
Portland and Rumford Falls Railway	5,238 50	3,336 27	1,602 23	1,723	1,196	.527
Rumford Falls and Rangeley Lakes Railroad	2,785 19	2,104 45	773 39	1,440	1,087	.353
Sandy River Railroad	2,634 52	1,397 59	1,236 93	1,152	.611	.541
Sebasticook and Moosehead Railroad	1,295 18	1,030 75	264 43	.621	.494	.127
Somerset Railway	2,470 46	1,711 15	759 24	1,375	.882	.383
Washington County Railroad	1,670 64	1,450 61	220 02	.826	.717	.109
Wiscasset and Quebec Railroad	472 92	505 50	*32 58	.613	.657	*.044
York Harbor and Beach Railroad	2,017 93	1,526 67	491 26	.987	.746	.241

* Deficit.

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine—Continued.

COST OF REPAIRS, WAGES AND FUEL PER TOTAL TRAIN MILE.								
RAILROADS.								
42—Repair of Roadbed.	43—Renewal of Rails.	44—Repair of Bridges.	45—Repair of Locomotives.	46—Repair of Passenger, Baggage and Mail Cars.	47—Repair of Freight Cars.	48—Wages.	49—Fuel.	
Bangor and Aroostook Railroad.....	\$0.1212	\$0.0033	\$0.0061	\$0.0168	\$0.0339	\$0.0716	\$0.1310	\$0.0778
Boston and Maine Railroad.....	.1137	.0034	.0135	.0453	.0759	.1611	.2810	.1053
Bridgton and Saco River Railroad.....	.1446	.0028	.0026	.0331	.0199	.0956	.2921	.0464
Canadian Pacific Railway.....	.1154	.0045	.0067	.0346	.1711	.....	.1743	.0669
Franklin and Megantic Railway.....	.1225	.....	.0390	.0131	*.0270	.....	.1320	.0632
Georges Valley Railroad.....	.1944	.....	.....	.0223	*.0231	.....	.3115	.1472
Grand Trunk Railway.....	.1478	.0216	.0800	.0659	.0731	.....	.4163	.1416
Kennebec Central Railroad.....	.0996	.....	.0252	.0697	.0097	.1441	.4163	.0656
Lime Rock Railroad.....	.....	.....	.....	.....	.....	.0287	.2034	.....
Maine Central Railroad.....	.1090	.0134	.0112	.0621	.0641	.....	.1873	.0919
Monson Railroad.....	.1343	.....	.0256	.0090	*.0680	.....	.0656	.0510
Patten and Sherman Railroad.....	.1015	.....	.....	.1069	*.0630	.....	.1506	.0700
Phillips and Rangeley Railroad.....	.1403	.0028	.0031	.0231	.0151	.0846	.1673	.0885
Portland and Rochester Falls Railroad.....	.1456	.....	.0292	.0566	.0472	.0632	.1781	.0795
Portland and Rumford Falls Railway.....	.1486	.0249	.0662	.1064	.0834	.2438	.1625	.1946
Rumford Falls and Rangeley Lakes R. R. ....	.1590	.0012	.0653	.0462	.0236	.1178	.1746	.1766
Sandy River Railroad.....	.1363	.....	.0038	.0301	.0316	.0708	.1639	.0650
Sebastcook and Moosehead Railroad.....	.1012	.....	.0002	.0060	.0060	.....	.1360	.1403
Somerset Railway.....	.1841	.0036	.0163	.0259	.0274	.0623	.1129	.1129
Washington County Railroad.....	.1503	.....	.0809	.0233	.0809	.0638	.1943	.0643
Wiscasset and Quebec Railroad.....	.2395	.....	.0005	.0233	.....	.....	.1892	.0670
York Harbor and Beach Railroad.....	.1221	.0069	.0044	.0041	.0269	.....	.2150	.0794

* Passenger and freight cars.

Comparative Statements of Condition and Operations of Steam Railroads Doing Business in Maine—Concluded.

RAILROADS.	COST OF REPAIRS.			AVERAGES.			
	50—Per Locomotive	51—Per Passenger, Baggage and Mail Car.	52—Per Freight Car.	53—Per Passenger: Average Journey.	54—Per Ton of Freight: Average Haul.	55—Per Train Mile: Average Passengers.	56—Per Train Mile: Average Tons of Freight.
Bangor and Aroostook Railroad.....	\$628 14	\$389 04	\$20 86	40.80	89.62	80	116
Boston and Maine Railroad.....	1,279 60	504 42	70 69	15.95	66.99	64	159
Bridgton and Saco River Railroad.....	454 58	196 55	27 26	13.95	15.47	17	110
Canadian Pacific Railway.....	2,092 35	.....	.....	68.18	181.37	16	164
Franklin and Megantic Railroad.....	341 75	*22 77	.....	15.16	17.77	13	98
Georges Valley Railroad.....	523 94	21 25	35 03	8.	4.71	4	14
Grand Trunk Railway.....	.....	.....	.....	40.15	100.60	30	226
Kennebec Central Railroad.....	602 54	27 86	8 97	4.93	5.00	20	13
Lime Rock Railroad.....	102 84	.....	8 58	.....	.....	.....	.....
Maine Central Railroad.....	1,812 92	417 32	112 05	37.99	81.11	60	188
Monson Railroad.....	62 19	36 22	74	6.16	6.16	12	13
Patten and Sherman Railroad.....	590 19	*31 50	.....	5.84	5.37	8	6
Phillips and Rangeley Railroad.....	303 49	70 16	7 79	25.08	18.62	11	15
Portland and Rochester Railroad.....	152 26	152 26	21 20	12.55	39.55	29	122
Portland and Rumford Falls Railway.....	2,708 36	371 73	204 60	23.67	29.22	25	125
Rumford Falls and Rangeley Lakes Railroad.....	910 32	141 46	29 87	21.12	20.89	10	54
Sandy River Railroad.....	267 47	247 14	13 95	13.94	14.16	13	87
Sebastucook and Moosehead Railroad.....	103 06	7 66	.....	8.	8.	16	7
Somerset Railway.....	480 59	117 09	32 45	23.39	21.15	14	82
Washington County Railroad.....	782 43	166 73	12 11	28.50	34.54	27	49
Wiscasset and Quebec Railroad.....	.....	.....	.....	20.00	28.17	28	12
York Harbor and Beach Railroad.....	46 54	46 53	.....	9.25	8.27	31	14

* Passenger and freight cars.

† Mixed trains.

‡ Six months operation.

Tabulated and Comparative Statements

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

Year Ending June 30, 1900.

CONTENTS OF TABLES.

STREET RAILWAY COMPANIES.

	Column.	Page.
TABULATED STATEMENTS.		
Assets, June 30, 1900:		
Construction	1	244
Equipment	2	244
Land and buildings.....	3	244
Other permanent property.....	4	244
Cash and current assets.....	5	244
Miscellaneous assets.....	6	244
Gross assets.....	7	244
 Liabilities, June 30, 1900:		
Capital stock.....	8	245
Funded debt.....	9	245
Real estate mortgages.....	10	245
Current liabilities.....	11	245
Accrued liabilities.....	12	245
Sinking and other special funds.....	13	245
Gross liabilities.....	14	245
 Property Accounts: Additions and Deductions During the Year:		
Additions to railway.....	15	246
Additions to equipment.....	16	246
Additions to land and buildings.....	17	246

	Column.	Page.
Additions to other permanent property.....	18	246
Total additions.....	19	246
Deductions	20	246
Net additions.....	21	246
Income for the Year Ending June 30, 1900:		
From passengers.....	22	247
From mails and parcels.....	23	247
From tolls, rents, advertising, etc.....	24	247
Total income from operation.....	25	247
Rentals from lease of railway.....	26	247
Miscellaneous income.....	27	247
Gross income.....	28	247
Expenditures for the Year Ending June 30, 1900:		
Salaries	29	248
Office expenses and supplies.....	30	248
Legal expenses.....	31	248
Insurance	32	248
Other general expenses.....	33	248
Total general expense.....	34	248
Repair of road-bed and track.....	35	248
Repair of electric line system.....	36	249
Removing snow and ice.....	37	249
Repair of buildings.....	38	249
Total repairs of roadway and buildings.....	39	249
Repair of cars and vehicles.....	40	249
Repair of electric car equipment.....	41	249
Renewal of horses.....	42	249
Other repairs.....	43	250
Total maintenance of equipment.....	44	250
Provender for horses.....	45	250
Cost of electric power.....	46	250
Wages of employees.....	47	250
Damages for injuries.....	48	250
Tolls for trackage rights.....	49	250
Rents of buildings, etc.....	50	251
Other transportation expenses.....	51	251
Total operating expenses.....	52	251

	Column.	Page.
Expenditures for the Year Ending June 30, 1900:		
Percentage to earnings from operation.....	53	251
Interest on funded debt.....	54	251
Interest and discount on loans.....	55	251
Taxes	56	251
Rentals of leased railways.....	57	252
Payments to sinking and other special funds.....	58	252
Other charges on income.....	59	252
Total charges on income.....	60	252
Dividends paid	61	252
Percentage of dividend paid.....	62	252
Gross expenditures.....	63	252
Condensed Exhibit for the Year:		
Net income from operation.....	64	253
All other income.....	65	253
Total income above operating expenses.....	66	253
Interest, taxes and other changes.....	67	253
Net divisible income.....	68	253
Dividends declared.....	69	253
Surplus for the year.....	70	253
Deficit for the year.....	71	254
Surplus, June 30, 1899.....	72	254
Deficit, June 30, 1899.....	73	254
Condensed exhibits for the Year:		
Additions during the year.....	74	254
Deductions during the year.....	75	254
Surplus, June 30, 1900.....	76	254
Deficit, June 30, 1900.....	77	254
Description of Railway (Length in Miles):		
Main track owned.....	78	255
Sidings, switches, etc., owned.....	79	255
Total track owned.....	80	255
Main track operated.....	81	255
Operated by horse power.....	82	255
Operated by electric power.....	83	255
Operated by horse and electric power.....	84	255

Column. Page.

Equipment owned:

Box passenger cars.....	85	256
Open passenger cars.....	86	256
Other cars and vehicles.....	87	256
Electric cars.....	88	256
Equipped with fenders.....	89	256
Horses	90	256
Electric motors.....	91	256

Volume of Traffic:

Total passengers carried.....	92	257
Average number per mile of track operated.....	93	257
Round trips run.....	94	257
Car miles run.....	95	257
Number of employees.....	96	257

Stockholders:

Total number of stockholders.....	97	257
Number in Maine.....	98	257

Accidents:

To passengers.....	99	258
To employees.....	100	258
To other persons.....	101	258
Fatal	102	258
Not fatal	103	258
Total	104	258
Total during preceding year.....	105	258

COMPARATIVE STATEMENTS.

Cost, Capital Stock and Net Debt per Mile of Main Track

Owned Including Second Track:

Construction	106	259
Equipment	107	259
Land, buildings, and other permanent property.....	108	259
Total permanent investments.....	109	259
Capital stock.....	110	259
Net debt.....	111	259
Total capital stock and net debt.....	112	259

CONTENTS.

243

Column. Page.

Gross Income from Operation :

Per mile of main track operated.....	113	260
Per round trip run.....	114	260
Per car mile run.....	115	260
Per passenger carried.....	116	260

Expenses of Operation :

Per mile of track operated.....	117	260
Per round trip run.....	118	260
Per car mile run.....	119	261
Per passenger carried.....	120	261

Net Income from Operation :

Per mile of main track operated.....	121	261
Per round trip run.....	122	261
Per car mile run.....	123	261
Per passenger carried.....	124	261

Total Permanent Investments, and Permanent Investments, Capital Stock, Net Debt, Capital Stock and Net Debt per Mile of Track Owned :

Permanent investments.....	125	262
Permanent investments per mile owned.....	126	262
Capital stock per mile owned.....	127	262
Net debt per mile owned.....	128	262
Capital stock and net debt, per mile owned.....	129	262

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

ASSETS JUNE 30, 1900.						
STREET RAILWAYS.						
1—Con- struction.	2—Equip- ment.	3—Land and Buildings.	4—Other Permanent Property.	5—Cash and Current Assets.	6—Miscel- laneous Assets.	7—Gross Assets.
*\$174,933 58 73,085 79 124,635 24 Data not giv- ven.	\$35,680 22 3,878 88 54,650 45 18,200 00 783 89	\$385 47 3,577 13 33,221 17 31,530 00 224 00	\$19,846 43 5,943 12	\$7,144 09 2,687 61 3,528 02 12,180 25 54,186 67	\$4,875 49 981 48 1,000 00 1,580 02	\$307,925 08 118,837 23 250,981 26 42,054 27 286,105 70 300,000 00 7,518 07 1,601,925 91 198,547 52 44,922 40 2,470,381 11 457,731 00 717,311 07 583,509 26 583,509 26 61,440 84 391,623 00 477,783 25 192,361 29
Augusta, Hallowell and Gardiner Railroad						
Bangor, Hampden and Winterport Railway						
Bangor, Orono and Old Town Railway						
Bangor Street Railway						
Barnstable and Bourne Railway						
Benton and Fairfield Railway						
Biddeford and Saco Railroad						
Calais Street Railway						
Calais Street Railway						
Freeburg Horse Railroad						
Lewiston, Brunswick and Bath Street Railroad						
Lewiston Horse Railroad						
Mousam River Railroad						
Norway and Paris Street Railway						
Portland and Portland Street Railway						
Portland, Kittery and York Street Railway						
Portland and Yarmouth Electric Railway						
Rochford, Thornton and Camden Street Railway						
Rochford and Cal Portland Street Railway						
Skowhegan and Norridgewock Railway						
Saco and Saco Street Railway						
Waterville and Fairfield Railway						
Westbrook, Windham and Naples Railway						

* Covers equipment.

† Covers equipment and other permanent property.

‡ Covers equipment and land and buildings.

|| Charter and franchise \$300,000.00.

Tabulated Statements from Reports of Street Railway Companies—Continued.

LIABILITIES JUNE 30, 1900.							
STREET RAILWAYS.							
8—Capital Stock.	9—Funded Debt.	10—Real Estate Mortgages.	11—Current Liabilities.	12—Accrued Liabilities.	13—Sinking and other Special Funds.	14—Gross Liabilities.	
Augusta, Hallowell and Gardiner Railroad	\$120,000 00	\$150,000 00	\$11,280 82	.....	.....	\$281,280 82	
Bath, Hampden and Winterport Railroad	60,000 00	40,000 00	16,372 80	.....	.....	116,866 13	
Bangor, Orono and Old Town Railroad	125,000 00	125,000 00	32,916 25	.....	.....	282,916 25	
Bath Street Railway	Data not given.	.....	.....	.....	.....	.....
Benton and Fairfield Railroad	12,000 00	150,000 00	30,054 27	.....	.....	42,054 27	
Biddeford and Saco Railroad	40,000 00	.....	41,500 00	.....	.....	281,500 00	
Calais Street Railway	100,000 00	100,000 00	4,500 00	.....	.....	210,700 00	
Fryeburg Horse Railroad	5,075 00	.....	.....	.....	.....	6,647 82	
Lewiston, Brunswick and Bath Street Railway	627,100 00	778,000 00	33,704 26	.....	.....	1,648,648 82	
Mousam River Railroad	91,800 00	63,000 00	.....	.....	.....	156,800 00	
Norway and Paris Street Railway	25,000 00	18,000 00	.....	.....	.....	44,077 43	
Portland Railroad	990,973 35	900,000 00	1,077 43	.....	.....	1,981,973 36	
Portland, Kittery and York Street Railway	220,300 00	200,000 00	82,000 00	.....	.....	429,315 86	
Portland and Yarmouth Electric Railway	300,000 00	200,000 00	5,015 86	.....	.....	706,600 00	
Rockland, Thomaston and Camden Street Railway	250,000 00	270,000 00	135,000 00	.....	.....	508,888 75	
Sanford and Cape Porpoise Railroad	250,000 00	250,000 00	8,888 75	.....	.....	540,923 57	
Skowhegan and Cape Porpoise Railroad	50,000 00	50,000 00	40,923 57	.....	.....	130,811 00	
Somerset Traction Company	25,800 00	50,000 00	20,800 00	.....	.....	121,623 00	
Waterville and Fairfield Railroad	200,000 00	175,000 00	16,923 00	.....	.....	477,476 86	
Westbrook, Windham and Naples Railroad	27,700 00	240,000 00	25,713 91	.....	.....	121,082 39	
		\$4,731 90	13,382 39	7,081 15	.....	.....

* Outstanding securities Bath Street Railway \$70,000; Lewiston and Auburn Railway \$45,000.

† Bonded indebtedness.

Tabulated Statements from Reports of Street Railway Companies—Continued.

PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.							
STREET RAILWAYS.	15—Additions to Railway.	16—To Equipment.	17—To Land and Buildings.	18—To Other Permanent Property.	19—Total Additions.	20—Deduct- tions.	21—Net Additions.
Augusta, Hallowell and Gardiner Railroad.....							
Bangor, Hampden and Winterport Railway.....							
Bangor, Orono and Old Town Railway.....							
Bangor Street Railway.....							
Benton and Fairfield Railway.....							
Biddeford and Saco Railroad.....	\$767 44	\$14,526 30	\$6,461 22	\$10,590 00	\$10,590 00	\$1 00	\$10,590 00
Calais Street Railway.....				23,888 14	47,843 10		47,843 10
Fryeburg Horse Railroad.....							
Lewiston, Brunswick and Bath Street Railway.....				3,558 22	3,558 22		3,558 22
Mousam River Railroad.....		383 45		204 18	587 63		587 63
Norway and Paris Street Railway.....							
Portland Railroad.....							
Portsmouth, Kittery and York Street Railway.....	3,512 68	3,108 62	7,635 41	16,168 44	30,620 15		30,620 15
Portland and Yarmouth Electric Railway.....	17,658 08	25,834 93	20,046 86	31,655 83	96,190 80		96,190 80
Rockland, Thomaston and Camden Street Railway.....				10,007 45	10,007 45		10,007 45
Sanford and Cape Porpoise Railway.....							
Skowhegan and Norridgewock Railway.....				2,012 28	2,012 28		2,012 28
Somerset Traction Company.....							
Waterville and Fairfield Railway.....		1,856 87	4,424 78	11,354 66	17,636 33	146 89	17,490 44
Westbrook, Windham and Naples Railway.....							

Tabulated Statements from Reports of Street Railway Companies—Continued.

INCOME FOR THE YEAR ENDING JUNE 30, 1900.							
STREET RAILWAYS.	22—From Passengers.	23—From Mails and Parcels.	24—From Tolls, Rents, Advertising, etc.	25—Total Income from Operation.	26—Rentals from Lease of Railway.	27—Miscellaneous Income.	28—Gross Income.
Augusta, Hallowell and Gardiner Railroad	\$38,402 67	.....	\$345 24	\$38,747 91	.....	.....	\$38,747 91
Bangor, Hampden and Winterport Railway	24,086 04	\$1,537 51	1,303 13	26,816 68	.....	.....	26,816 68
Bangor, Orono and Old Town Railway	49,235 02	.....	1,502 11	50,877 13	.....	\$500 00	51,087 13
Bangor Street Railway	63,418 05	.....	1,753 09	65,171 14	.....	.....	65,171 14
Benton and Fairfield Railway	46,417 68	115 30	26 00	6,558 98	.....	.....	6,558 98
Biddeford and Saco Railroad	31,373 55	.....	184 58	31,558 13	.....	.....	31,558 13
Calais Street Railway	23,896 03	.....	424 61	24,360 64	.....	.....	24,360 64
Fryeburg Horse Railroad	668 20	.....	.....	668 20	.....	.....	668 20
Lewiston, Brunswick and Bath Street Railway	214,774 24	.....	7,580 90	222,354 14	.....	.....	222,354 14
Monsam River Railroad	18,831 46	63 19	15 75	8,910 42	.....	.....	8,910 42
Norway and Paris Street Railway	6,220 51	145 66	68 14	6,435 31	.....	.....	6,435 31
Portland Railroad	410,364 67	635 97	2,510 96	413,511 60	.....	.....	413,511 60
Portland, Kittery and York Street Railway	66,042 00	2,143 38	2,996 20	71,180 58	.....	.....	71,180 58
Portland and Yarmouth Electric Railway	52,688 81	986 39	1,410 43	55,085 63	.....	.....	55,085 63
Rockland, Thomaston and Camden Street Railway	164,314 28	2,577 57	\$12,943 66	79,845 51	.....	.....	79,845 51
Sanford and Cape Porpoise Railway	||41,595 65	349 50	5,067 68	47,012 83	.....	.....	47,012 83
Skowhegan and Norridgewock Railway	2,735 86	290 45	17 20	3,013 51	.....	.....	3,013 51
Somerset Traction Company	12,783 05	864 76	.....	13,637 81	.....	.....	13,637 81
Waterville and Fairfield Railway	142,536 06	.....	732 89	43,558 95	.....	.....	43,558 95
Westbrook, Windham and Naples Railway	8,019 18	.....	1,341 04	9,360 22	.....	.....	9,360 22

*\$4,030.75, freight. †\$7,591.03, freight. ‡\$9,824.78, freight. §\$12,094.79, power sold. ||\$17,184.70, freight. ¶\$20,064.76, lights, power, etc.

*\$4,030.75, freight. †\$7,591.03, freight. ‡\$9,824.78, freight. §\$12,094.79, power sold. ||\$17,184.70, freight. ¶\$20,064.76, lights, power, etc.

Tabulated Statements from Reports of Street Railway Companies--Continued.

STREET RAILWAYS.	EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1900.					
	29-Salaries.	30-Office Expenses and Supplies.	31-Legal Expenses.	32-Insurance.	33-Other General Expenses.	34-Total General Expenses.
Augusta, Hallowell and Gardiner Railroad.....	\$2,082 50	\$238 11	.....	\$1,182 45	\$1,541 78	\$2,574 93
Bangor, Hampden and Winterport Railway.....	1,697 56	187 37	\$253 50	376 76	6,095 70	8,516 37
Bangor, Orono and Old Town Railway.....	.....	.....	.....	276 20	609 95	8,693 84
Bangor Street Railway.....	.....	.....	.....	.....	.....	3,823 66
Barnstable and Fairfield Railway.....	36 00	123 20	.....	35 35	749 83	844 38
Biddleford and Saco Railroad.....	1,200 00	434 45	.....	691 41	581 78	2,897 64
Calais Street Railway.....	1,469 25	162 00	.....	1,793 44	182 50	4,337 98
Frederic Horse Railroad.....	5 00	.....	.....	.....	.....	5 00
Lewiston, Brunswick and Bath Street Railway.....	5,193 74	2,395 99	541 58	2,082 20	21,283 44	33,506 95
Mosnam River Railroad.....	282 45	88 31	.....	.....	.....	17,664 80
Norway and Paris Street Railway.....	.....	.....	.....	.....	.....	17,383 57
Portland Railroad.....	8,942 60	969 30	.....	239 88	405 03	432 26
Portland, Kittery and York Street Railway.....	2,918 07	841 90	115 00	4,425 89	10,511 00	24,848 84
Portland and Yarmouth Electric Railway.....	.....	.....	.....	811 72	4,084 11	8,770 81
Rockland, Thomaston and Cunden Street Railway.....	2,050 00	.....	.....	.....	.....	3,792 37
Saunders and Cape Porpoise Railway.....	1,705 79	398 78	.....	.....	1,394 17	4,086 06
Skowhegan and Norridgewock Railway.....	.....	.....	.....	591 80	.....	9,739 92
Somerset Traction Company.....	.....	24 00	.....	514 75	964 84	1,555 72
Waterville and Fairfield Railway.....	2,103 67	27 20	30 00	227 68	1,104 15	309 46
Westbrook, Windham and Naples Railway.....	.....	233 45	331 65	560 00	14,005 62	1,551 08
.....	.....	.....	.....	150 00	270 92	686 10

* Covers electric line construction.

Tabulated Statements from Reports of Street Railway Companies—Continued.

EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1900—Continued.							
STREET RAILWAYS.							
36—Repair of Electric Line System.	37—Re-moving Snow and Ice.	38—Repair of Build-ings.	39—Total Repairs of Roadway and Build-ings.	40—Repair of Cars and Vehicles.	41—Repair of Electric Car Equip-ment.	42—Re-nwal of Horses.	
Augusta, Hallowell and Gardiner Railroad.....	\$307 87	\$784 83	\$54 58	\$6,143 25	\$2,739 07	\$559 28	
Bangor, Hampden and Winterport Railroad.....	106 88	241 36	.....	1,783 09	645 78	278 99
Bangor, Orono and Old Town Railroad.....	161 53	736 38	831 68	4,434 70	2,194 70	3,472 10	
Bangor Street Railroad.....	2,678 83	1,443 30	110 60	6,569 87	2,335 64	3,733 04	
Benton and Fairfield Railroad.....	.....	280 40	40 65	800 10	369 77	.....
Biddeford and Saco Railroad.....	55 47	215 15	801 99	1,829 09	400 38	1,359 42	
Calais Street Railroad.....	200 83	376 83	19 57	1,951 56	1,368 11	1,418 88	
Fryeburg Horse Railroad.....	.....	.....	.....	28 86	10 44	.....
Lewiston, Brunswick and Bath Street Railroad.....	3,721 01	3,900 49	534 53	25,720 33	10,414 89	14,251 73	
Mousam River Railroad.....	48 92	563 04	24 20	342 49	966 69	.....
Norway and Paris Street Railroad.....	30 96	553 04	.....	1,060 46	634 34	66 12
Portland Railroad.....	10,880 87	5,525 46	5,717 64	49,637 11	17,444 16	13,509 59	
Portland, Kittery and York Street Railroad.....	559 90	227 76	180 88	2,990 54	1,550 06	386 35	
Rockland and Yarmouth Electric Railroad.....	.....	.....	.....	4,725 78	.....	.....
Sanford and Cape Porpoise Railroad.....	537 56	355 47	239 20	10,871 45	5,349 14	.....
Skowhegan and Cape Porpoise Railroad.....	547 92	446 90	1 88	1,553 42	.....	.....
Somerset Traction Company.....	47 65	24 15	.....	381 96	83 86	116 08
Waterville and Fairfield Railroad.....	646 50	463 65	.....	2,013 74	969 81	643 99
Westbrook, Windham and Naples Railroad.....	73 06	675 85	639 43	2,763 46	2,939 48	.....
.....	.....	75 88	.....	945 04	79 51	91 33

* Repairs of steam and electric plant.

Tabulated Statements from Reports of Street Railway Companies—Continued.

EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1900.						
STREET RAILWAYS.						
43—Har- nesses, Shoeing, etc.	44—Total Main- tenance of Equipment.	45—Prov- ender for Horses.	46—Cost of Electric Power.	47—Wages of Employees.	48—Dama- ges for Injuries.	49—Folls for Trackage Rights.
Augusta, Hallowell and Gardiner Railroad.....	\$3,283 25	.....	\$7,370 27	\$7,808 50	\$4 50	.....
Bangor, Hampden and Winterport Railway.....	924 57	.....	4,224 96	4,874 57	23 30	\$835 96
Bangor Street Railway.....	4,668 82	.....	9,333 52	14,117 86	1,023 80	.....
Bangor, Orono and Old Town Railway.....	5,021 30	\$349 40	8,841 61	23,341 98	573 70	.....
Benton and Fairfield Railway.....	289 70	.....	1,000 00	2,865 90	.....	.....
Biddeford and Saco Railroad.....	1,758 80	.....	5,454 05	5,607 09	.....	.....
Calais Street Railway.....	2,783 99	.....	6,523 41	5,099 13	.....	.....
Fryeburg Horse Railroad.....	16 14	31 11	.....	435 91	.....	.....
Lewiston, Brunswick and Bath Street Railway.....	25,278 43	280 23	38,031 32	59,661 12	5,690 31	.....
Mousam River Railroad.....	856 59	.....	1,025 56	1,295 40	.....	.....
Norway and Paris Street Railway.....	700 46	.....	1,157 88	1,820 02	.....	.....
Portland Railroad.....	81,253 74	2,339 86	34,197 09	110,581 68	3,024 72	.....
Portland, Kittery and York Street Railway.....	1,916 41	.....	.....	18,235 22	1,611 05	.....
Portland and Yarmouth Electric Railway.....	4,033 26	.....	38,764 42	.....	.....	.....
Rockland, Thomaston and Camden Street Railway.....	5,349 14	.....	13,280 49	9,621 86	98 90	.....
Sanford and Cape Porpoise Railway.....	4,608 78	.....	6,606 86	13,392 00	654 96	.....
Skowhegan and Norridgewock Railway.....	210 01	.....	700 00	1,219 11	.....	.....
Southern Traction Company.....	1,512 77	.....	250 00	4,639 52	864 73	.....
Waterville and Fairfield Railway.....	2,939 48	.....	.....	4,457 36	688 43	.....
Westbrook, Windham and Naples Railway.....	170 84	.....	1,566 60	3,117 08	3 50	.....

* Covers all transportation expenses.

Tabulated Statements from Reports of Street Railway Companies—Continued.

EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1900—Continued.						
STREET RAILWAYS.						
50—Rents of Buildings, etc.	51—Other Transportation Expenses.	52—Total Operating Expenses.	53—Per Cent to Income from Operation.	54—Interest on Funded Debt.	55—Interest and Discount on Loans.	56—Taxes.
Augusta, Hallowell and Gardiner Railroad.....		\$27,387 10	.70	\$8,250 00		\$395 95
Bangor, Hampton and Winterport Railroad.....	\$354 64	\$148 04	.86	2,000 00	\$454 01	139 98
Bangor, Orono and Old Town Railroad.....		38,674 27	.73	7,500 00	759 25	463 96
Bangor Street Railway.....		50,547 50	.77	10,000 00		841 03
Benton and Fairfield Railroad.....	55 00	5,965 08	.81		729 00	20 83
Biddeford and Saco Railroad.....		20,802 69	.65	5,111 65	1,564 70	466 24
Calais Street Railway.....		20,403 37	.83	5,000 00	217 00	403 08
Fryeburg Horse Railroad.....		519 12	.76			
Lewiston, Brunswick and Bath Street Railway.....	2,112 91	1,211 81	.75	38,900 00		3,221 33
Mousam River Railroad.....		4,486 86	.60	2,575 15		224 41
Norway and Paris Street Railway.....		5,350 86	.83	900 00	4 58	70 40
Portland Railroad.....	2,514 61	713 00	.88	42,500 00	4,208 88	9,654 52
Portland, Kittery and York Street Railway.....	304 15	28,909 68	.68	12,000 00	34 14	417 73
Portland and Yarmouth Electric Railway.....		46,462 11	.65	12,400 00	8,569 49	279 52
Rockland, Thomaston and Camden Street Railway.....		39,278 83	.71	10,900 00	1,165 18	367 10
Sanford and Cape Porpoise Railway.....	109 42	32,106 06	.66	12,500 00	1,165 18	195 50
Skowhegan and Norridgewock Railway.....		33,538 47	.71	10,000 00	1,307 44	921 68
Somerset Traction Company.....		2,523 46	.83	3,000 00		57 04
Waterville and Fairfield Railway.....	175 00	19,788 37	.79		1,307 44	232 68
Westbrook, Windham and Naples Railway.....	1,756 67	29,063 56	.68	12,245 00	764 36	1,521 02
		6,357 43		1,400 00	388 89	

**\$3,338.68, lights.

Tabulated Statements from Reports of Street Railway Companies—Continued.

EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1900—Continued.						
STREET RAILWAYS.		57—Rentals of Leased Railways.	58—Pay- ments to Sinking Funds, etc.	59—Other Charges on Income.	60—Total Charges on Income.	61—Divi- dends Paid.
						62—Per- centage of Dividends Paid.
						63—Gross Expendi- tures.
Augusta, Hallowell and Gardiner Railroad.....		.....	.....	.....	\$3,645 95	\$40,843 05
Bangor, Hampden and Winterport Railway.....		.....	.....	.....	2,623 96	26,610 09
Bangor, Orono and Old Town Railway.....		.....	.....	.....	8,723 21	45,387 48
Bangor Street Railway.....		.....	.....	.....	10,841 03	25,464 67
Benton and Fairfield Railway.....		.....	.....	.....	749 33	6,654 91
Bildeford and Saco Railroad.....		.....	.....	.....	7,174 53	37,877 24
Calais Street Railway.....		.....	.....	.....	5,680 08	26,063 45
Fryeburg Horse Railroad.....		.....	\$150 00	.....	150 00	669 12
Lewiston, Brunswick and Bath Street Railway.....		\$11,750 00	.....	.....	53,871 33	252,472 73
Mousam River Railroad.....		.....	.....	.....	2,808 56	7,302 42
Norway and Paris Street Railway.....		.....	.....	.....	974 98	6,365 84
Portland Railroad.....		.....	.....	.....	56,653 40	357,600 77
Portsmouth, Kittery and York Street Railway.....		.....	.....	.....	12,457 87	74,919 86
Portland and Yarmouth Electric Railway.....		.....	.....	.....	14,689 31	53,845 14
Rockland, Thomaston and Camden Street Railway.....		.....	.....	.....	12,888 93	64,965 01
Sanford and Cape Porpoise Railway.....		.....	.....	.....	14,491 68	48,530 15
Skowhegan and Cape Norridgewock Railway.....		3,160 00	.....	.....	3,177 04	5,700 12
Somerset Traction Company.....		.....	.....	.....	6,339 73	17,022 10
Waterville and Fairfield Railway.....		.....	.....	\$4,706 61	14,380 53	44,588 84
Westbrook, Windham and Naples Railway.....		.....	.....	.....	1,783 89	8,181 33

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	CONDENSED EXHIBIT FOR THE YEAR.					
	64—Net Income from Operation.	65—All Other Income.	66—Total Income above Operating Expenses.	67—Inter- est, Taxes and Other Charges.	68—Net Divisible Income.	69—Divi- dends Declared.
						70—Surplus for the Year.
Augusta, Hallowell and Gardiner Railroad	\$11,350 75	.....	\$11,350 75	\$3,645 95	\$2,704 83	.....
Bangor, Hampden and Winterport Railroad	3,880 58	.....	3,880 58	2,623 99	1,206 59	\$1,206 59
Bangor, Orono and Old Town Railroad	13,412 86	\$500 00	13,913 86	8,723 21	5,190 65	5,190 65
Bangor Street Railroad	14,623 64	.....	14,623 64	10,841 03	3,782 61	3,782 61
Benton and Fairfield Railroad .....	.....	.....	.....	749 83	.....	.....
Blindford and Saco Railroad	10,769 44	.....	10,769 44	7,174 59	3,594 85	3,594 85
Calais Street Railroad	8,967 27	.....	8,967 27	5,680 09	.....	.....
Fryeburg Horse Railroad	149 06	.....	149 06	150 00	.....	.....
Lewiston, Brunswick and Bath Street Railroad	54,773 74	.....	54,773 74	53,871 33	902 41	31,011 00
Mousam River Railroad	4,411 56	.....	4,411 56	2,803 56	1,608 00	1,608 00
Norway and Paris Street Railroad	1,064 45	.....	1,064 45	974 98	89 47	89 47
Portland Railroad	123,354 23	.....	123,354 23	56,663 40	71,690 83	21,910 83
Portsmouth, Kittery and York Street Railroad	24,718 47	.....	24,718 47	12,451 87	12,266 60	.....
Portland and Yarmouth Electric Railway	15,819 80	.....	15,819 80	14,669 31	1,150 49	1,150 49
Rockland, Thomaston and Camden Street Railway	27,739 43	.....	27,739 43	13,888 85	14,850 58	14,850 58
Sanford and Cape Porpoise Railroad	13,474 86	.....	13,474 86	14,491 68	.....	.....
Skowhegan and Norridgewock Railway	480 43	.....	480 43	3,177 04	.....	.....
Somerset Traction Company	2,849 44	.....	2,849 44	6,239 73	.....	.....
Waterville and Fairfield Railroad	13,895 39	.....	13,895 39	14,980 33	.....	.....
Westbrook, Windham and Naples Railway	2,972 79	.....	2,972 79	1,793 99	1,178 80	1,178 80

Tabulated Statements from Reports of Street Railway Companies—Continued.

CONDENSED EXHIBIT FOR THE YEAR—Continued.						
STREET RAILWAYS.						
71—Deficit for the Year.	72—Surplus June 30, 1898	73—Deficit June 30, 1898	74—Addi- tions during Year.	75—Deduc- tions during Year.	76—Surplus June 30, 1900.	77—Deficit June 30, 1900.
Augusta, Hallowell and Gardiner Railroad.....	\$2,085 17	\$31,659 23	.....	.....	\$22,564 06	.....
Bangor, Hampden and Winterport Railway.....	.....	674 50	.....	.....	1,881 09	.....
Bangor, Orono and Old Town Railway.....	.....	386 33	.....	.....	5,584 86	.....
Bangor Street Railway.....	.....	.....	\$9,343 47	.....	.....	\$3,560 86
Benton and Fairfield Railway.....	.....	.....	365 69	.....	.....	521 62
Biddeford and Saco Railroad.....	155 83	.....	.....	.....	4,682 79	.....
Cadals Street Railway.....	.....	356 33	8,757 00	\$1,415 27	\$220 78	.....
Fryeburg Horse Railroad.....	1,722 81	52 50	.....	.....	.....	51 58
Lewiston, Brunswick and Bath Street Railway.....	30,108 59	51,297 86	.....	.....	54,680 41	.....
Mousam River Railroad.....	.....	8,139 72	.....	\$3,000 00	.....	.....
Norway and Paris Street Railway.....	.....	426 00	.....	.....	.....	11,747 72
Portland Railroad.....	.....	79,111 32	.....	87,286 00	.....	515 47
Portland, Kittery and York Street Railway.....	.....	16,651 84	.....	.....	.....	188,318 15
Portland and Yarmouth Electric Railway.....	8,729 40	.....	.....	.....	5,085 00	7,887 44
Rockland, Thomaston and Camden Street Railway.....	.....	5,460 58	.....	.....	.....	6,611 07
Sanford and Cape Porpoise Railway.....	.....	71,770 01	.....	.....	.....	86,620 51
Skowhegan and Norridgewock Railway.....	1,017 32	.....	7,500 00	.....	.....	1,017 32
Somerset Traction Company.....	2,686 61	.....	.....	.....	.....	10,186 61
Waterville and Fairfield Railway.....	3,380 29	.....	.....	.....	.....	3,380 29
Westbrook, Windham and Naples Railway.....	1,084 99	1,350 28	.....	.....	.....	315 29
.....	.....	.....	.....	.....	.....	1,178 90

* Lease of road to Sanford and Cape Porpoise Railway.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	DESCRIPTION OF RAILWAY (LENGTH IN MILES.)						
	79—Main Track Owned.	79—Slidings, Switches, etc., Owned.	80—Total Track Owned.	81—Main Track Operated.	82—By Horse Power.	83—By Electric Power.	84—Horse and Electric.
Augusta, Hallowell and Gardiner Railroad.....	7.00	.57	7.57	7.00	.....	7.00	.....
Bangor, Hampden and Winterport Railway.....	4.62	.88	5.40	*6.13	.....	6.13	.....
Bangor, Orono and Old Town Railway.....	16.20	.50	16.70	14.95	.....	14.95	.....
Bangor Street Railway.....	8.40	11.40	9.80	8.40	.....	8.40	.....
Benton and Fairfield Railway.....	3.41	.12	3.53	3.41	.....	3.41	.....
Biddeford and Saco Railroad.....	5.72	.30	6.02	5.72	.....	5.72	.....
Calais Street Railway.....	7.00	.....	7.00	7.00	.....	7.00	.....
Fryeburg Horse Railroad.....	3.00	.....	3.00	3.00	.....	3.00	.....
Lewiston, Brunswick and Bath Street Railway.....	50.50	1.43	51.93	154.75	.....	54.75	.....
Mousay River Railroad.....	2.58	.89	3.47	2.58	.....	2.58	.....
Norway and Paris Street Railway.....	2.13	.08	2.16	2.13	.....	2.13	.....
Portland Railroad.....	27.14	118.71	85.85	139.58	.....	39.58	.....
Portland, Kittery and York Street Railway.....	15.50	.15	15.65	15.50	.....	15.50	.....
Portland and Yarmouth Electric Railway.....	12.78	1.49	14.27	12.78	.....	12.78	.....
Rockland, Thomaston and Camden Street Railway.....	16.64	.57	17.21	16.64	.....	16.64	.....
Sanford and Cape Porpoise.....	20.45	1.10	21.55	23.03	.....	23.03	.....
Skowhegan and Norridgewock Railway.....	6.75	.....	6.75	6.75	.....	6.75	.....
Somerset Traction Company.....	12.00	.23	12.23	12.00	.....	12.00	.....
Waterville and Fairfield Railway.....	4.75	.....	4.75	4.75	.....	4.75	.....
Westbrook, Windham and Naples Railway.....	5.83	.04	5.87	5.83	.....	5.83	.....

* 1.61 miles trackage rights.	† 1.30 second track.	‡ Under lease 4.26 miles. ‡ Second track.	§ Under lease 12.44 miles.	Under lease 2.08 miles.
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* 1.61 miles trackage rights. † 1.30 second track.

‡ Under lease 4.25 miles.

§ Under lease 12.44 miles.

¶ Second track.

§ Under lease 2.58 miles.

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	EQUIPMENT OWNED JUNE 30, 1900.					
	85—Box Passenger Cars.	86—Open Passenger Cars.	87—Other Cars and Vehicles.	88—Electric Cars.	89—Equip- ped with Fenders.	90—Horses. 91—Electric Motors.
Augusta, Hallowell and Gardiner Railroad.....	6	8	2	16	.....	10
Bangor, Hampden and Winterport Railway.....	3	6	4	5	.....	23
Bangor, Orono and Old Town Railway.....	8	8	3	16	.....	.....
Bangor Street Railway.....	13	16	8	28	.....	64
Benton and Fairfield Railway.....	1	.....	5	2	.....	4
Bridgeton and Saco Railroad.....	4	20	1	15	.....	80
Calais Street Railway.....	3	4	2	7	.....	5
Fryeburg Horse Railroad.....	3	1	.....	.....	.....	.....
Lewiston, Brunswick and Bath Street Railway.....	16	35	11	51	.....	106
Moulton River Railroad.....	2	4	2	7	.....	1
Norway and Paris Street Railway.....	3	3	1	6	.....	6
Portland Railroad.....	69	88	27	172	.....	19
Portland, Kittery and York Street Railway.....	6	5	3	14	.....	26
Rehoboth and Yarmouth Electric Railway.....	6	14	8	20	.....	43
Rockland, M. and Camden Street Railway.....	7	10	6	18	.....	34
Sanford and Cape Porpoise Railway.....	7	9	4	16	.....	3
Skowhegan and Norridgewock Railway.....	3	3	3	7	.....	5
Somers, Truro and Company.....	2	4	5	9	.....	16
Waterville and Fairfield Railway.....	4	6	7	9	.....	.....
Westbrook, Windham and Naples Railway.....	2	2	7	4	.....	8

Tabulated Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	VOLUME OF TRAFFIC.					STOCKHOLDERS.	
	92—Total Passengers Carried.	93—Aver- age Number per Mile of Track Operated.	94—Round Trips Run.	95—Car Miles Run.	96—Number of Employees.	97—Total Number.	98—In Maine.
Augusta, Hallowell and Gardiner Railway	788,831	112,621	14,186	185,746	38	96	21
Bangor, Hampden and Winterport Railway	464,722	76,184	.....	105,410	20	20	21
Bangor, Orono and Old Town Railway	864,700	70,835	12,041	337,254	31	.....	.....
Bangor Street Railway	1,663,051	16,114	.....	389,624	49	12	9
Benton and Fairfield Railway	47,740	13,640	.....	1720	6	4	2
Biddeford and Saco Railroad	442,935	77,281	*22,039	170,780	24	53	44
Catawba Street Railway	482,004	68,558	13,140	183,860	20	12	13
Fryeburg Horse Railroad	1,017	8,839	.....	12,360	1	18	18
Lewiston, Brunswick and Bath Street Railway	3,416,141	62,385	.....	11,239,699	185	188	26
Mousan River Railroad	24,809	9,228	1,400	3,612	15	8	6
Norway and Paris Street Railway	143,235	66,307	11,624	52,308	5	7	7
Portland Railroad	7,723,072	185,621	245,646	1,807,071	299	163	184
Portsmouth, Kittery and York Street Railway	1,820,840	85,215	11,672	361,850	6	148	27
Portland and Yarmouth Electric Railway	1,094,864	85,670	12,813	302,595	69	14	8
Rockland, Thomaston and Camden Street Railway	1,067,780	65,492	9,007	289,749	53	45	44
Sanford and Cape Porpoise Railway	488,219	21,227	5,935	186,500	4	18	13
Skowhegan and Norridgewock Railway	55,254	9,210	1,960	21,560	5	10	8
Somerset Traction Company	108,505	9,042	3,296	79,116	9	8	8
Waterville and Fairfield Railway	430,276	90,568	10,928	108,816	24	49	37
Westbrook, Windham and Naples Railway	161,610	30,890	6,330	66,412	7	32	21

† Estimated.

* Biddeford to Old Orchard 10,323; Biddeford to Saco 11,711.

Tabulated Statements from Reports of Street Railway Companies—Concluded.

ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1900.						
STREET RAILWAYS.						
99—To Passengers.	100—To Employees.	101—To Other Persons.	102—Fatal.	103—Not Fatal.	104—Total.	105—Total During Preceding Year.
Augusta, Hallowell and Gardiner Railroad.....						
Bangor, Hampden and Winterport Railroad.....						
Bangor, Orono and Old Town Railway.....	1			1	1	3
Bangor Street Railroad.....						3
Benton and Fairfield Railway.....				4	4	1
Biddeford and Saco Railroad.....	4					
Calais Street Railway.....						
Fryeburg Horse Railroad.....						
Lewiston, Brunswick and Bath Street Railway.....	8		4		12	7
Mousam River Railroad.....						
Norway and Paris Street Railway.....	8					
Portland Railroad.....		3		11	11	4
Portland, Kittery and York Street Railway.....						1
Portland and Yarmouth Electric Railway.....		1		1	1	
Rockland, Thomaston and Camden Street Railway.....		1				
Sanford and Cape Porpoise Railway.....	1			1	1	
Skowhegan and Norridgewock Railway.....						
Somerset Traction Company.....						
Waterville and Fairfield Railway.....						
Westbrook, Windham and Naples Railway.....						

COMPARATIVE STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

COST, CAPITAL STOCK AND NET DEBT PER MILE OF MAIN TRACK OWNED, INCLUDING SECOND TRACK.						
STREET RAILWAYS.	106—Con- struction.	107—Equip- ment.	108—Land, Buildings, and Other Permanent Property.	109—Total Permanent Invest- ments.	110—Capital Stock.	111—Net Debt. 112—Stock and Net Debt.
Augusta, Hallowell and Gardiner Railroad.....	*\$24,994 79	.....	\$2,948 84	\$27,943 64	\$17,143 85	\$40,182 96
Bangor, Hampden and Winterport Railroad.....	16,290 04	.....	1,314 63	25,488 62	13,274 33	25,875 25
Bangor, Orono and Old Town Railroad.....	†16,218 10	.....	.....	16,218 10	7,716 06	17,463 86
Bangor Street Railroad.....	Data not giv- en.	\$7,863 55	.....	.....	.....	.....
Benton and Fairfield Railroad.....	6,110 86	1,137 48	1,048 01	8,297 35	3,519 06	12,852 62
Biddeford and Saco Railroad.....	16,435 41	9,446 58	5,850 26	31,812 25	6,963 00	40,472 02
Calais Street Railroad.....	21,285 71	2,828 57	4,457 14	28,571 42	14,285 71	30,100 06
Fryeburg Horse Railroad.....	2,164 06	264 63	74 66	2,503 35	1,681 66	1,892 61
Lewiston, Brunswick and Bath Street Railroad.....	‡31,114 85	.....	.....	31,114 85	12,417 82	31,834 43
Mousam River Railroad.....	162,780 85	.....	.....	63,780 95	35,581 39	60,775 14
Norway and Paris Street Railroad.....	120,187 78	.....	.....	20,187 78	11,737 08	20,688 61
Portland Railroad.....	†17,120 80	4,713 00	\$2,752 24	54,586 04	25,264 61	50,075 12
Portland, Kittery and York Street Railroad.....	‡7,781 83	.....	.....	27,781 83	14,212 95	27,687 79
Rockland and Yarmouth Electric Railroad.....	‡55,735 49	.....	.....	55,735 49	13,484 84	55,446 02
Sanford and Camden Street Railroad.....	†20,188 06	.....	.....	20,188 06	23,474 19	30,562 26
Sanford and Cape Porpoise Railroad.....	30,463 75	.....	.....	26,865 85	15,024 93	28,431 04
Skowhegan and Cape Norridgewock Railroad.....	*10,066 95	3,828 85	1,672 25	10,436 91	12,224 93	21,010 60
Somerset Traction Company.....	6,915 50	.....	349 96	10,135 24	8,686 65	100,187 83
Waterville and Fairfield Railroad.....	†66,393 45	1,833 33	1,366 42	56,363 45	2,453 33	58,469 57
Westbrook, Windham and Naples Railroad.....	18,192 85	1,947 80	587 41	20,728 16	4,781 25	20,768 77

* Covers construction and equipment.

† Covers all property.

‡ 16.48 miles, Portland and Cape Elizabeth Railway, included.

Comparative Statements from Reports of Street Railway Companies—Continued.

STREET RAILWAYS.	GROSS INCOME FROM OPERATION.				EXPENSES OF OPERATION.		
	113—Per Mile Operated.	114—Per Round Trip Run.	115—Per Car Mile Run.	116—Per Passenger Carried.	117—Per Mile Operated.	118—Per Round Trip Run.	
Augusta, Halliwell and Gardiner Railroad	\$5,535 41	\$3 72	\$0.1950	\$0.0492	\$3,913 87	\$1 92	
Bangor, Hampden and Winterport Railroad	4,374 66	.....	.3204	.0577	8,749 77	.....
Bangor, Orono and Old Town Railroad	3,350 30	4 16	.1436	.0508	2,454 46	3 04	
Bangor Street Railroad	7,758 47	.....	.1672	.0417	6,017 96	.....
Benton and Fairfield Railroad	1,923 46	.....	.....	.....	1,749 29	.....
Biddeford and Saco Railroad	6,500 37	.....	.1848	.0713	3,686 88	.....
Calais Street Railroad	3,490 09	1 86	.1324	.0605	2,914 76	1 55	
Fryeburg Horse Railroad	232 73	.....	.....	.0667	173 04	.....
Lewiston, Brunswick and Bath Street Railroad	4,081 44	.....	.2467	.....	3,061 01	.....
Mousam River Railroad	3,457 53	6 36	.1234	.0450	1,743 74	3 21	
Norway and Paris Street Railroad	3,080 66	55	.1254	.0324	2,380 92	46	
Portland Railroad	10,447 48	1 63	.2166	.0346	7,904 86	1 12	
Portland, Kittery and York Street Railroad	4,562 23	6 09	.1867	.0646	2,997 55	3 86	
Rockland, Thomaston and Camden Electric Railroad	4,311 08	4 39	.1899	.0608	3,073 23	3 08	
Sanford and Cape Porpoise Railroad	4,786 40	8 86	.2963	.....	3,131 37	6 78
Skowhegan and Norridgewock Railroad	2,041 37	7 93	.3444	.....	1,456 29	6 65
Skowhegan and Norridgewock Railroad	515 13	1 53	.1397	.0545	439 58	1 29	
Somerset Traction Company	1,126 48	4 13	.1723	.1256	899 05	3 27	
Waterville and Fairfield Railroad	9,198 20	3 86	.4196	.1012	6,244 86	2 91	
Westbrook, Windham and Naples Railroad	1,605 52	1 50	.1409	.0578	1,065 61	1 03	

Comparative Statements from Reports of Street Railway Companies—Concluded.

STREET RAILWAYS.	EXPENSES, ETC.—Concluded.		NET INCOME FROM OPERATION.			
	119—Per Car Mile Run.	120—Per Passenger Carried.	121—Per Mile Operated.	122—Per Round Trip Run.	123—Per Car Mile Run.	124—Per Passenger Carried.
Augusta, Hallowell and Gardiner Railroad	\$0.1378	\$0.0847	\$1,691.54	\$0.79	\$0.0572	\$0.0145
Bangor, Hampden and Winterport Railway .....	.2180	.0494	624.89	.....	.0174	.0053
Bangor, Orono and Old Town Railway .....	.1067	.0372	886.84	1.11	.0388	.0136
Bangor Street Railway .....	.1259	.0522	1,740.91	.....	.0375	.0064
Benton and Fairfield Railway .....	.....	.....	174.14	.....	.....	.....
Biddeford and Saco Railroad .....	.1718	.0469	1,863.64	.....	.0630	.0244
Calais Street Railway .....	.....	.0423	666.33	.80	.0315	.0083
Fryeburg Horse Railroad .....	.1106	.0618	1,000.43	.....	.....	.0149
Lewiston, Brunswick and Bath Street Railway .....	.....	.0490	1,713.76	3.15	.1222	.0160
Mousam River Railroad .....	.1245	.....	489.74	.08	.0204	.0064
Norway and Paris Street Railway .....	.1030	.0376	3,242.40	.48	.0673	.0168
Portland Railroad .....	.1490	.0338	1,684.74	9.13	.0631	.0185
Portsmouth, Kittery and York Street Railway .....	.1284	.0331	1,237.86	1.21	.0831	.0145
Portland and Yarmouth Electric Railway .....	.1738	.0636	1,667.08	3.63	.0837	.....
Rockland, Thomaston and Camden Street Railway .....	.....	.....	688.45	2.27	.0837	.....
Sanford and Cape Porpoise Railway .....	.2177	.....	888.45	.97	.0837	.....
Skowhegan and Norridgewock Railway .....	.1170	.0456	937.46	.86	.0857	.0039
Somerset Traction Company .....	.1366	.0496	2,423.94	1.87	.0857	.0082
Waterville and Fairfield Railway .....	.2057	.0839	506.91	1.27	.1334	.0023
Westbrook, Windham and Naples Railway .....	.0661	.0394	.....	.46	.0448	.0184

**Total Permanent Investments and Permanent Capital Stock, Net Debt, Capital Stock and Net Debt per Mile
of Main Track Owned, Including Second Track.**

STREET RAILWAYS.	125—Perma- nent Invest- ment.	126—Perma- nent Invest- ment per Mile Owned.	127—Capital Stock per Mile.	128—Net Debt per Mile.	129—Capital Stock and Net Debt per Mile.
Augusta, Hallowell and Gardiner Railroad	\$185,605 48	\$27,943 64	\$17,142 85	\$22,019 45	\$33,163 29
Bangor, Hampden and Winterport Railway	115,308 13	24,688 52	13,374 33	12,015 17	25,389 50
Bangor, Orono and Old Town Railway	246,433 24	16,218 10	7,716 06	5,642 75	17,268 78
Bangor Street Railway	Data not given.	8,297 36			
Benton and Fairfield Railway	98,324 00	31,812 25	5,519 06	5,241 64	8,760 70
Biddeford and Saco Railroad	181,866 12	26,571 43	6,968 00	24,005 66	30,968 66
Caldais Street Railway	200,000 00	2,503 25	14,285 71	15,814 87	30,100 08
Fryeburg Horse Railroad	7,510 07	31,114 86	1,691 66	1,900 86	1,832 60
Leveiston, Brunswick and Bath Street Railway	1,571,300 00	62,750 95	12,417 82	18,859 13	31,276 99
Mousam River Railroad	161,874 86	20,187 79	35,581 39	22,646 13	65,327 52
Norway and Paris Street Railway	43,000 00	50,185 04	11,737 08	8,876 60	20,618 58
Portland Railroad	2,180,515 98	54,586 04	25,364 61	24,563 63	49,858 14
Portland, Kittery and York Street Railway	430,620 15	27,781 93	14,213 95	13,152 30	27,365 15
Portland and Yarmouth Electric Railway	712,299 69	55,733 49	23,474 19	31,948 37	55,422 56
Rockland, Thomaston and Camden Street Railway	335,929 63	20,183 49	15,024 04	15,379 79	30,303 83
Sunford and Cape Porpoise Railway	630,851 30	25,865 85	12,224 83	14,085 17	26,269 10
Skowhegan and Norridgewock Railway	60,012 28	10,436 91	8,686 65	12,314 43	20,910 08
Somersett Traction Company	121,623 00	10,135 24	2,483 33	7,651 42	10,135 25
Waterville and Fairfield Railway	267,246 66	56,393 45	43,105 26	56,437 67	98,542 92
Westbrook, Windham and Naples Railway	120,845 45	20,728 16	4,751 25	15,774 67	20,523 92

APPENDIX.

ABSTRACT

OF THE

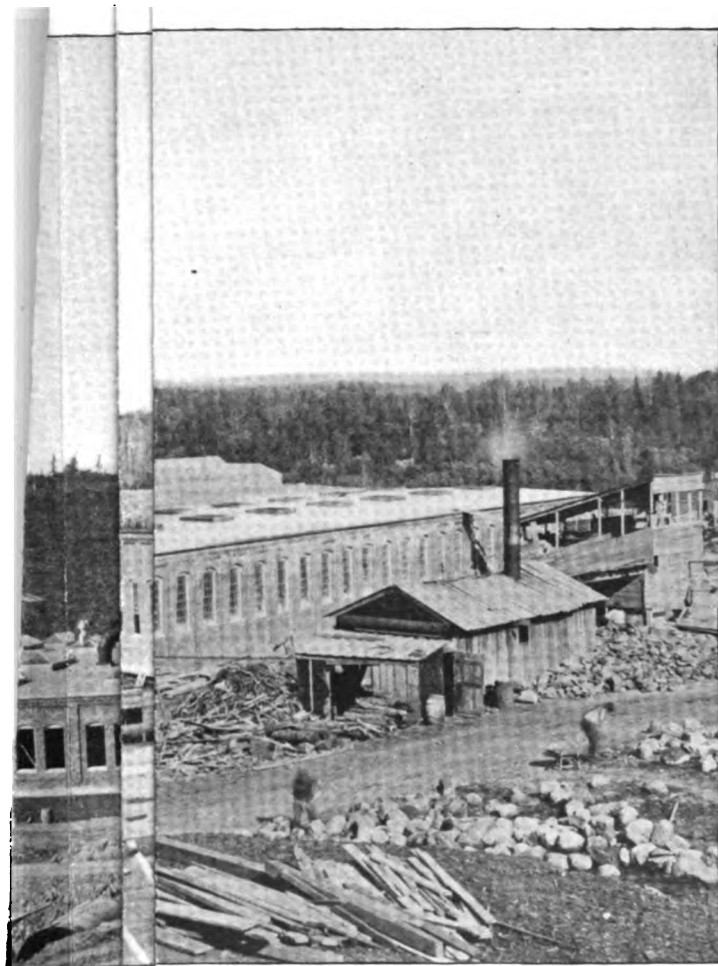
Returns of Railroad Companies

AND

STATISTICAL TABLES

FOR THE

Year Ending June 30, 1900.



Report of the Bangor and Aroostook Railroad Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report. Bangor and Aroostook Railroad Company.

Date of organization. February 13, 1891.

Under laws of what government, state or territory organized. General railroad laws of the State of Maine. Articles of association dated February 6, 1891, and special act of Legislature, approved March 5, 1891.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
A. A. Burrell.....	Houlton, Me	Until successors are appointed.
F. W. Cram	Bangor, Me	
B. B. Thatcher	Bangor, Me	
C. A. Gibson	Bangor, Me	
H. P. Oliver.	Bangor, Me	
Edward Stetson.	Bangor, Me	
F. H. Appleton.....	Bangor, Me	Three directors are chosen annually on the last Tuesday in August by the Senators and Representatives to the Legislature from the county of Aroostook.
A. E. Hammond	Van Buren, Me	
E. L. Cleveland	Houlton, Me	
Carl King	Caribou, Me.....	

Total number of stockholders at date of last election, 24.

Date of last meeting of stockholders for election of directors, third Tuesday in October, 1899.

Post office address of general office, Bangor, Me.

Post office address of operating office, Bangor, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	A. A. Burleigh.....	Bangor, Me.
President	A. A. Burleigh.....	Bangor, Me.
Vice President	F. W. Cram....	Bangor, Me.
Secretary	F. H. Appleton ...	Bangor, Me.
Treasurer	Edward Stetson	Bangor, Me.
Cashier	F. C. Plaisted	Bangor, Me.
Attorney, or General Counsel...	Appleton & Chaplin.....	Bangor, Me.
Acting Auditor, Freight and Passenger Receipts	W. I. Tower	Bangor, Me.
General Manager.....	F. W. Cram.....	Bangor, Me.
Chief Engineer	Moses Burpee.....	Houlton, Me.
Superintendent.....	W. M. Brown.....	Bangor, Me.
Superintendent of Telegraph...	W. M. Brown	Bangor, Me.
Traffic Manager	F. W. Cram	Bangor, Me.
General Freight Agent	G. F. Snow	Bangor, Me.
General Passenger Agent	G. M. Houghton	Bangor, Me.
General Ticket Agent	G. M. Houghton.	Bangor, Me.
General Baggage Agent	G. M. Houghton.....	Bangor, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Bangor and Aroostook Railroad.	Brownville, Me ..	Caribou, Me.....	154.14	154.14
Branch	Old Town, Me ...	Greenville, Me ...	76.00	
Branch	Fort Fairfield Jct.	Fort Fairfield, Me.	13.30	
Branch	Ashland Junction	Ashland, Me.....	42.64	
Branch	Caribou, Me	Van Buren, Me...	33.11	165.05
Spurs .....	.....	.....	9.02	9.02
Aroostook Northern	Caribou, Me	Limestone	15.91	
Bangor and Katahdin Iron Works Railway	Milo Junction.....	K. I. Works, Me ..	19.02	34.88
Spurs .....	.....	.....	.91	.91
Total.....	.....	.....	.....	394.05

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	10,500	\$100	\$1,050,000	\$1,050,000 00		
Preferred	13,280	100	1,328,000	1,248,884 11		
Total	23,780	.....	\$2,378,000	\$2,298,884 11		
Manner of Payment for Capital Stock.		Number of shares issued during year.		Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: common .....		.....		.....	10,500	\$1,040,500 00
Preferred		1,239		\$120,578 47	12,488	1,248,884 11
Total		1,239		120,578 47	22,988	2,289,384 11

Some subscribers to preferred stock have made only partial payments, and certificates have not been issued.

RAILROAD COMMISSIONERS' REPORT.

FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate-%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
First mortgage	Jan., 1883.	July, 1943.	\$3,360,000 00	\$3,360,000 00	\$3,360,000 00	\$3,360,000 00	5	Jan. and July ..	\$168,000 00	\$168,000 00
Second mortgage.....	Jan., 1885.	July, 1945	1,050,000 00	1,050,000 00	1,050,000 00	1,050,000 00	5	Jan. and July ..	52,500 00	52,500 00
First mortgage, Piscataquis Division	Apr., 1898.	Oct., 1929.	1,500,000 00	1,500,000 00	1,500,000 00	1,548,087 19	5	April and Oct..	75,000 00	75,000 00
First mortgage, Van Buren extension	Apr., 1898.	Oct., 1943.	500,000 00	500,000 00	500,000 00	500,000 00	5	April and Oct..	18,750 00	18,750 00
Total .....	.....	.....	\$6,410,000 00	\$6,410,000 00	\$6,410,000 00	\$6,458,087 19	..	.....	\$314,350 00	\$314,350 00

FUNDED DEBT—CONTINUED.
EQUIPMENT TRUST OBLIGATIONS.

GENERAL STATEMENT.

Series or other designation.	Date of issue.	Term.	Number of payments.	Equipment covered.
*Car Trust bonds	October 1st, 1896...	10 years.....	20	758 flat cars. 425 box cars. 20 stock cars. 15 caboose cars. <hr/> 1,218

STATEMENT OF AMOUNT.

Series or other designation.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS —PRINCIPAL.		DEFERRED PAYMENTS —INTEREST.				
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	Rate—%.
Car Trust bonds .	\$95,000	\$400,000	\$260,000	\$128,000	\$54,800	\$ 15,912 75	\$ 15,912 75	6

*\$30,000 and the interest at 6% is due and payable on April and October 1, each year.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$6,410,000 00	\$6,410,000 00	\$314,250 00	\$314,250 00
Equipment trust obligations.....	400,000 00	260,000 00	15,912 75	15,912 75
Total.....	\$6,810,000 00	\$6,670,000 00	\$330,162 75	\$330,162 75

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash.....	\$182,068 50	Audited vouchers and accounts.....	\$97,826 62
Due from agents.....	22,634 97	Matured interest coupons unpaid (including coupons due July 1).....	142,026 25
Due from solvent companies and individuals.	42,185 53	Miscellaneous.....	1,923 00
Net traffic balances due from other companies.....	54,354 84	Total—current liabilities.	\$241,775 87
Other cash assets (excluding "materials and supplies")*.	10,436 77	Balance—cash assets.....	76,394 74
Total—cash and current assets.....	\$318,170 61	Total.....	\$318,170 61

* Materials and supplies on hand, \$75,120.28.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$3,368,884 11	\$2,298,884 11	... . . . .	220.31	\$10,434 76
Bonds	6,410,000 00	6,410,000 00	.....	328.21	19,530 18
Equipment trust obligations	260,000 00	260,000 00	.....	328.21	792 14
Total	\$8,968,884 11	\$8,968,884 11	.....	.....	\$30,757 08

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Bangor & Katahdin Iron Works Railway	\$120,000 00	\$100,000 00	\$220,000 00	18.90	\$11,640 21
Aroostook Northern Railroad	100,000 00	225,000 00	325,000 00	15.80	20,440 02
Total	\$220,000 00	\$325,000 00	\$545,000 00	34.80	\$32,080 23

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.			
		Charged to income account as permanent improvements.	Charged to construction or equipment.		
Construction			\$7,296,377 35	\$7,713,874 32	\$23,198 17
Equipment:					
Locomotives.....		\$151,900 00	\$419,135 46	\$853,222 52	
Passenger cars.....		47,750 00			
Combination cars.....		24,100 00			
Freight cars.....		200,132 06			
Other cars of all classes.....		10,205 00			
Total equipment		\$434,087 06	\$419,135 46	\$853,222 52	
Total construction			\$7,296,377 35	\$7,713,874 32	
Grand total cost construction, equipment, etc			\$7,715,512 81	\$8,567,096 84	

INCOME ACCOUNT.

Gross earnings from operation.....	\$1,227,916 16	
Less operating expenses	742,838 12	
Income from operation		\$485,578 04
Miscellaneous income—less expenses		2,506 83
Total income		\$488,084 87
Deductions from income:		
Interest on funded debt accrued.....	\$330,163 75	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	177 34	
Rents paid for lease of road	21,401 00	
Taxes	4,203 89	
Permanent improvements.....	70,019 84	
Total deductions from income		\$436,964 82
Net income		\$53,120 05
Surplus from operations of year ending June 30, 1900.		53,120 05
Surplus on June 30, 1899.....		120,584 93
		\$173,714 97
Deductions for year		12,825 00
Surplus on June 30, 1900.....		\$160,889 97

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$320,820 83		
Less repayments—			
Excess fares refunded.....		\$527 10	
Other repayments.....		2,400 25	
Total deductions.....		\$2,927 35	
Total passenger revenue.....			\$317,893 48
Mail.....			32,415 86
Express.....			10,809 65
Extra baggage and storage.....			3,609 52
Total passenger earnings.....			\$364,828 63
Freight:			
Freight revenue.....	\$829,492 91		
Less repayments—			
Overcharge to shippers.....		\$14,717 24	
Total freight revenue.....			\$814,775 67
Total passenger and freight earnings.....			\$1,179,604 30
Other earnings from operation:			
Car mileage—balance.....			\$6,451 61
Hire of equipment—balance.....			40,462 75
Rents not otherwise provided for.....			1,397 50
Total other earnings.....			\$48,311 86
Total gross earnings from operation..			\$1,227,916 16

STOCKS OWNED.

Railway Stocks.	Total par value.	Rate—%.	Income or dividend received.	Valuation.
Aroostook Northern Railroad.....	\$100,000 00	..	.....	\$17,896 48

MISCELLANEOUS INCOME.

Item.	Gross income.
Interest on deposits.....	\$2,506 83

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$165,065 29
Renewals of rails	4,893 28
Renewals of ties.....	11,160 68
Repairs and renewals of bridges and culverts	8,941 75
Repairs and renewals of fences, road crossings, signs and cattle guards.....	5,910 25
Repairs and renewals of buildings and fixtures.....	24,025 51
Stationery and printing.....	350 18
Other expenses.....	1,324 46
Total	\$221,642 10
Maintenance of equipment:	
Superintendence.....	\$2,900 25
Repairs and renewals of locomotives.....	24,497 41
Repairs and renewals of passenger cars.....	16,729 72
Repairs and renewals of freight cars.....	35,324 23
Repairs and renewals of work cars.....	5,027 44
Repairs and renewals of shop machinery and tools.....	2,065 45
Stationery and printing.....	304 63
Other expenses.....	1,588 81
Total	\$88,442 84
Conducting transportation:	
Superintendence.....	\$6,965 01
Engine and roundhouse men.....	72,098 62
Fuel for locomotives.....	113,165 82
Water supply for locomotives.....	7,096 40
Oil, tallow and waste for locomotives.....	5,991 39
Other supplies for locomotives.....	1,191 80
Train service.....	60,015 82
Train supplies and expenses.....	4,289 78
Switchmen, flagmen and watchmen.....	2,050 68
Telegraph expenses.....	7,929 78
Station service.....	49,321 28
Station supplies.....	15,084 11
Switching charges—balance	1,833 75
Loss and damage.....	9,223 33
Injuries to persons	1,135 61
Clearing wrecks.....	2,449 06
Advertising	4,716 89
Commissions.....	637 06
Rents of buildings and other property.....	704 50
Stationery and printing.....	3,988 76
Other expenses.....	6,852 16
Total	\$382,706 59
General expenses.....	
Salaries of general officers	\$19,450 00
Salaries of clerks and attendants.....	13,893 05
General office expenses and supplies.....	5,394 79
Insurance	3,035 39
Law expenses.....	4,421 11
Stationery and printing (general offices).....	3,083 60
Other expenses.....	289 65
Total	\$49,547 59
Recapitulation of expenses:	
Maintenance of way and structures.	\$221,642 10
Maintenance of equipment.....	88,442 84
Conducting transportation.....	382,706 59
General expenses.....	49,547 59
Grand total.....	\$742,338 12

Percentage of expenses to earnings—entire line, 60.45.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Bangor and Katahdin Iron Works Railway..	\$6,000 00	.....	\$4,100 00	\$10,100 00
Aroostook Northern Railroad	11,250 00	.....	51 00	11,301 00
Total rents	\$17,250 00	.....	\$4,151 00	\$21,401 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$7,296,377 35	Cost of road.....	.. .. .	\$7,713,874 32	\$417,496 97		
419,135 46	Cost of equipment		853,222 52	434,087 06		
17,896 48	Stocks owned.....		17,896 48			
	Lands owned		2,077 00	2,077 00		
288,762 70	Cash and current assets		318,176 61	29,387 91		
64,830 48	Other assets:					
	Materials and supplies .....	.. .. .	75,120 28	10,289 80		
486,296 43	Sundries		391,188 74			\$85,107 69
	Property	\$26,818 73				
	Bangor and Piscataquis im-					
	provements...	364,370 01				
583,000 00	2d mort. bonds coll					883,000 00
\$9,456,318 90	Grand total.....		\$9,371,549 95			\$84,768 95
	LIABILITIES.					
\$2,178,307 64	Capital stock.....	.. .. .	\$2,298,884 11	\$120,576 47		
6,210,000 00	Funded debt ..	.....	6,670,000 00	460,000 00		
898,329 15	Current liabilities		241,775 57			\$656,553 28
49,087 19	Prem. on Piscataquis div. bonds					49,087 19
120,594 92	Profit and loss....		160,889 97	40,295 05		
\$9,456,318 90	Grand total ...		\$9,371,549 95			\$84,768 95

IMPORTANT CHANGES DURING THE YEAR.

Extension of road from Caribou to Van Buren, 33.11 miles.

All wooden trestles on Piscataquis Division have been filled or replaced with steel and stone.

\$115,000 of preferred stock issued to Aroostook county as aid in building Van Buren extension.

\$500,000 first mortgage Van Buren extension bonds.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
1st mortgage 5% gold bond..	Brownville	Caribou	154.14	\$16,000 00
1st mortgage 5% gold bond..	Ft. Fairfield Jct ..	Ft. Fairfield	18.30	16,000 00
1st mortgage 5% gold bond..	Ashland Jct.....	Ashland	42.82	16,000 00
2d mortgage 5% gold bond ..	Same	Same	210.00	5,000 00
1st mortgage 5% gold bond (Piscataquis Division).....	Old Town	Greenville	76.00	19,738 84
1st mortgage 5% gold bond (Van Buren extension)....	Caribou	Van Buren	33.11	15,101 17

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	5	1,565	\$19,450 00	\$12 42
Other officers.....	5	1,565	12,888 04	8 20
General office clerks	32	9,878	32,364 44	8 27
Station agents.....	66	18,967	28,130 68	1 48
Other station men	97	20,327	25,383 75	1 25
Enginemen.....	43	12,098	36,374 00	3 00
Firemen.....	51	11,492	31,260 20	1 85
Conductors	41	10,323	28,553 25	2 75
Other trainmen	79	20,743	36,300 25	1 75
Machinists	20	3,189	7,972 50	2 50
Carpenters	44	10,806	21,612 00	2 00
Other shopmen	89	21,844	40,411 40	1 85
Section foremen	67	20,338	35,591 50	1 75
Other trackmen	230	53,832	73,673 20	1 35
Switchmen, flagmen, and watchmen.....	11	3,439	5,186 50	1 50
Telegraph operators and dispatchers	4	1,132	2,562 28	2 29
All other employees and laborers	312	55,969	72,885 15	1 35
Total (including "general officers")	1,245	275,477	\$499,351 12	\$1 81
Less "general officers".....	5	1,565	19,450 00	12 42
Total (excluding "general officers").....	1,240	273,912	\$479,901 12	\$1 75
Distribution of above:				
General administration	42	13,008	\$64,852 48	\$4 97
Maintenance of way and structures	659	128,159	181,149 86	1 41
Maintenance of equipment.....	153	35,639	69,995 90	1 86
Conducting transportation	391	96,471	183,562 88	1 86

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	815,747			
Number of passengers carried one mile.....	12,886,390			
Number of passengers carried one mile per mile of road.....	35,397			
Average distance carried, miles.....	40.50			
Total passenger revenue.....		317,886	48	
Average amount received from each passenger.....			1 00	688
Average receipts per passenger per mile.....			02	47
Total passenger earnings.....		364,828	63	
Passenger earnings per mile of road.....		1,002	13	8
Passenger earnings per train mile.....			85	006
Freight traffic:				
Number of tons carried of freight earning revenue.....	638,874			
Number of tons carried one mile.....	57,265,060			
Number of tons carried one mile per mile of road.....	157,399			
Average distance haul of one ton, miles.....	89.62			
Total freight revenue.....		814,775	67	
Average amount received for each ton of freight.....			1 27	51
Average receipts per ton per mile.....				1 432
Total freight earnings.....		814,775	67	
Freight earnings per mile of road.....		2,238	08	72
Freight earnings per train mile.....			1 65	24
Total traffic:				
Gross earnings from operation.....		1,227,816	16	
Gross earnings from operation per mile of road.....		3,372	83	
Gross earnings from operation per train mile.....			1 33	14
Operating expenses.....		742,538	12	
Operating expenses per mile of road.....		2,039	11	08
Operating expenses per train mile.....			80	492
Income from operation.....		485,578	04	
Income from operation per mile of road.....		1,333	82	28
Car mileage, etc:				
Mileage of passenger cars.....	429,180			
Average number of passengers in train.....	13.97			
Mileage of loaded freight cars—north or east.....	493,068			
Mileage of loaded freight cars—south or west.....				
Mileage of empty freight cars—north or east.....				
Mileage of empty freight cars—south or west.....	116.14			
Average number of tons of freight in train.....				
Average mileage operated during year.....	364.05			
Train mileage:				
Mileage of revenue passenger trains.....	429,180			
Mileage of revenue mixed trains.....	493,068			
Mileage of revenue freight trains.....				
Total revenue train mileage.....	922,248			
Mileage of nonrevenue trains.....	481,242			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road—whole tons.	Freight received from connecting roads and other carriers—whole tons.	Total freight tonnage—whole tons.
Total tonnage.	454,561	117,097	571,658

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BREAK.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger	18	18	13	Westinghouse.		
Freight	5	24	24	Westinghouse	10	Gould.
Switching	1	2	1	Westinghouse	1	Gould.
Total locomotives in service.	6	39	38	Westinghouse	11	Gould.
Total locomotives owned		39	38			
Cars—owned and and leased:						
In passenger service—						
First-class cars	24	24	24	Westinghouse	24	Miller.
Combination cars	7	7	7	Westinghouse	7	Miller.
Baggage, express and postal cars	12	12	12	Westinghouse	12	Miller.
Total	43	43	43	Westinghouse	43	Miller.
In freight service—						
Box cars	75	523	264	Westinghouse	426	Gould.
Flat cars	367	1150	1026	Westinghouse	75	Smalley.
Stock cars	20	20	20	Westinghouse	766	Gould.
Total	442	1693	1313	Westinghouse	387	Smalley.
In company's service—					20	Gould.
Officers' and pay cars	1	1	1	Westinghouse		
Gravel cars	36				1	Miller.
Derrick cars	1					
Caboose cars	4	21	4	Westinghouse	4	Smalley.
Other road cars	6	59			15	Gould.
Total	11	118	5		20	
Total cars in service	453	1854	1361		1717	
Total cars owned	453	1854	1361			

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

Line in Use.	LINE REPRESENTED BY CAPITAL STOCKS.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	154.14	174.07	35.84	364.05	33.11	.....	364.05
Miles of yard track and sidings	29.17	94.87	4.29	58.33	13.01	.....	58.33
Total mileage operated (all tracks)	183.31	168.94	40.13	422.38	46.12	.....	422.38

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK.)

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine	154.14	174.07	328.21	.....	.....	328.21

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	2285.364	70 \$20.50	Cedar No. 1	54,945	18½c.
			Cedar No. 2	15,354	
			Total	70,299	18½c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....	9,012.78	.....	.....	.....	429,180	42.00
Freight.....	15,415.77	.....	.....	.....	493,068	63.53
Switching.....	5,991.25	.....	.....	.....	244,679	48.97
Construction.....	3,750.06	.....	.....	.....	154,390	48.39
Miscellaneous.....	624.02	.....	.....	.....	31,563	38.35
Total.....	34,798.90	.....	.....	.....	1,353,490	51.38
Average cost at distributing point.....	\$3.75	.....	.....	.....	.....	.....

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	.....	10	.....	.....	1	.....	1	10
Falling from trains and engines.....	.....	2	.....	.....	.....	.....	.....	2
Overhead obstructions.....	.....	1	.....	.....	.....	.....	.....	1
Collisions.....	1	.....	.....	.....	.....	.....	1	.....
Derailments.....	.....	2	.....	.....	1	.....	1	2
Other causes.....	.....	2	.....	1	.....	5	.....	8
Total.....	1	17	.....	1	2	5	3	23

Kind of Accident.	OTHERS.							
	PASSENGERS.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....	1	1	.....	.....	1	1
At stations.....	1	.....	.....	.....	1	.....
Other causes.....
Total.....	2	2	.....	.....	2	2

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Average length. Ft. In.	Minimum length. Ft. In.	Maximum length. Ft. In.	Item.	Number.	Height of Ft. lowest above surface of In. rail.
Bridges:					Overhead Highway Crossings:		
Stone ...	8	80.6	6.00	16.00	Bridges	2	15.6
Iron	81	7986.10	18.00	781.00			
Wooden	6	294.6	9.6	145.00	Overhead Railway Crossings:		
Total..	95	8941.10					
Trestles:							
Wooden	37	4856.8					

Gauge of track, 4 feet, 8½ inches—364.05 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING
THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
354.02	896.80	Northern Telegraph Company....	Northern Telegraph Company.

Report of the Boston and Maine Railroad Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report? Boston and Maine Railroad Company.

Date of organization. June, 1835.

Under laws of what States organized? Commonwealth of Massachusetts, State of New Hampshire, State of Maine.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Boston and Portland Railroad of Massachusetts, Boston and Maine Railroad of New Hampshire, Maine, New Hampshire and Massachusetts Railroad of Maine.

STATE OF MASSACHUSETTS.

1833. Chap. 109. An Act to incorporate the Andover and Wilmington Railroad, from Andover to Wilmington, with a capital stock of one thousand shares, the road to be located before June 1, 1834. (See B. & L. R. R. v. B. & M. R. R., 5 Cush. 375.)

1834. Chap. 175. Time of location extended.

1835. Chap. 184. Capital stock increased. Time for construction extended to January 1, 1838, and permission given to alter the route.

1837. Chap. 113. An Act authorizing the building of a branch from Bradford to the State Line of New Hampshire, increasing the capital stock not exceeding one thousand shares, and to change the name to Andover and Haverhill Railroad Corporation.

1839. Chap. 62. An Act to increase the capital stock by \$150,000, and to change the name to the Boston and Portland Railroad Corporation.

1841. Chap. 56. An Act to constitute the stockholders of the Boston and Portland Railroad Corporation stockholders of the Boston and Maine Railroad Company of New Hampshire, and authorizing the union of said companies under the name of the Boston and Maine Railroad Company.

1843. Chap. 90. The Boston and Maine Railroads of New Hampshire and Massachusetts having been united, the united corporation is authorized to unite with the Maine, New Hampshire and Massachusetts Railroad Corporation of Maine, under the name of the Boston and Maine Railroad.

1844. Chap. 172. An Act to incorporate the Boston and Maine Railroad Extension Company from the Boston and Maine Railroad in Wilmington, through Reading, Stoneham, Malden, Somerville or Charlestown, to Haymarket Square, Boston, and to authorize the Boston and Maine Railroad to subscribe for the stock of the Extension Company, and to increase its own stock therefor. (See Commonwealth v. B. & M. R. R., 3 Cush. 25, and Davidson v. B. & M. R. R., 3 Cush. 31.)

1845. Chap. 159. An Act to unite the Boston and Maine Railroad and the Boston and Maine Railroad Extension Company under the name of the Boston and Maine Railroad.

1846. Chap. 75. An Act authorizing the re-location of the Boston and Maine Railroad in Andover and the discontinuance of a portion of the original road, and to increase its capital stock. Also to build the Methuen Branch. (See Hazen v. B. & M. R. R., 23 Gray, 574.)

1848. Chap. 292. An Act affecting the location in Somerville and Boston.

1848. Chap. 322. An Act to alter the location of the Methuen Branch as to meet the Manchester and Lawrence Railroad at the New Hampshire line.

1849. Chap. 226. An Act to increase the capital stock by an amount not exceeding \$600,000.

1851. Chap. 139. An Act authorizing the purchase of the Stoneham Branch Railroad, and an increase of capital stock therefor.

1855. Chap. 42. An Act authorizing the purchase of the franchises and property of the Danvers Railroad.

1855. Chap. 141. An Act to authorize the Boston & Maine Railroad to amend and refile its location.

1855. Chap. 371. An Act to permit the widening of the bridge across Charles River, within certain limits.

1855. Chap. 386. An Act to establish an independent line of railroad communication between Boston and Lowell. (See Boston & Lowell R. R. v. Salem & Lowell R. R., 2 Gray 1.)

1861. Chap. 176. An Act to authorize the purchase of certain flats and the widening of the Charles River Bridge.

1868. Chap. 102. An Act in regard to the lease of the South Reading Branch.

1867. Chap. 170. An Act to authorize the subscription for stock in the Marginal Freight Railroad Company.

1868. Chap. 17. An Act to relocate in North Andover and Bradford, and to increase its capital stock to \$5,000,000.

1868. Chap. 118. An Act concerning the crossing of the Eastern Railroad and the Boston and Maine Railroad at Lawrence.

1869. Chap. 343. An Act concerning the bridges over the Charles River.

1869. Chap. 362. An Act concerning the same.

1869. Chap. 388. An Act concerning the purchase of the Newburyport City Railroad.

1870. Chap. 9. An Act to authorize the Boston & Lowell Railroad to cross the Boston & Maine Railroad at grade in Somerville.

1870. Chap. 301. An Act concerning the terminal facilities in Boston and the draws across Charles and Miller Rivers.

1870. Chap. 401. An Act amending the preceding act.

1872. Chap. 356. An Act authorizing the Eastern Railroad to take certain land on Causeway Street, in Boston, occupied by the Boston & Maine Railroad.

1875. Chap. 357. An Act to provide for the discontinuance of the grade crossings of railroads in Somerville, Charlestown and Boston.

1876. Chap. 7. An Act to authorize the purchase of the West Amesbury Branch Railroad.

1876. Chap. 124. An Act to authorize the purchase of the Newburyport Railroad.

1876. Chap. 126. An Act to authorize the purchase of the Danvers Railroad.

1878. Chap. 245. An Act in relation to the crossing of the track of the Boston and Maine Railroad by the Lowell and Lawrence Railroad at South Lawrence.

1880. Chap. 305. An Act to authorize the Boston and Maine Railroad and Eastern Railroad to make a contract or lease. (See Phillips v. Eastern R. R., 138 Mass. 122.)

1886. Chap. 392. An Act to provide for a Railroad Union Passenger Station in Boston.

1887. Chap. 302. An Act in amendment of the preceding act.

1887. Chap. 410. An Act to further provide for a Union Railroad Passenger Station in Boston.

1888. Chap. 250. An Act to authorize the Boston and Maine Railroad to purchase the franchises and property of the Eastern Railroad, Eastern Railroad in New Hampshire, and the Portsmouth, Great Falls and Conway Railroad, and to increase its capital stock therefor.

For further Acts concerning the Boston and Maine Railroad, see Acts of 1837, chapter 188; 1839, chapter 145; 1844, chapter 83; 1844, chapter 116; 1846, chapters 79, 157, 212, 229; 1847, chapters 70, 200, 228, 278; 1848, chapters 41, 204, 207, 222, 231, 263, 264; 1849, chapters 7, 220; 1850, chapters 112, 240; 1851, chapters 196, 236, 244; 1852, chapters 22, 118, 167, 305, 306; 1853, chapters 64, 121, 276, 415; 1854, chapters 31, 310, 336, 353; Resolve, chapter 83; 1855, chapter 375; 1857, chapters 124, 263; Resolve, chapter 88; 1859, chapter 115; 1860, chapter 63; 1861, chapter 15; 1864, chapters 54, 233; 1866, chap-

ters 127, 265, 278; 1868, chapters 178, 188, 253; 1869, chapters 378, 401; 1870, chapter 320; 1871, chapters 184, 338; 1873, chapter 73; Resolve, chapter 30; 1881, chapter 265; 1883, chapter 259; 1886, chapter 98.

1889. Chap. 25. An Act in further addition to an act relating to the Mystic River Corporation.

1890. Chap. 23. An Act to authorize the Boston & Maine Railroad to accept an assignment of a lease of the Northern Railroad to the Boston & Lowell Railroad Corporation.

1890. Chap. 185. An Act to amend an act entitled an act to authorize the Boston & Maine Railroad to purchase the franchises and property of the Eastern Railroad Company and the Eastern Railroad in New Hampshire and the Portsmouth, Great Falls and Conway Railroad.

1890. Chap. 407. An Act to authorize the Boston & Maine Railroad to guaranty the bonds of the St. Johnsbury & Lake Champlain Railroad Company.

1890. Chap. 61. An Act to authorize the Worcester, Nashua and Rochester Railroad Company to issue bonds to fund its floating debt.

1891. Chap. 207. An Act to authorize the Boston & Lowell Railroad Corporation to increase its capital stock.

1891. Chap. 240. An Act in addition to an act relating to the Mystic River Corporation.

1891. Chap. 308. An Act to authorize the Boston & Maine Railroad to acquire by purchase the road, franchises and property of certain railroad corporations.

1892. Chap. 383. An Act to authorize the Central Massachusetts Railroad to issue bonds.

1892. Chap. 392. An Act relating to shares of the Boston & Maine Railroad subject to the lien of a certain mortgage of the Eastern Railroad Company.

1895. Chap. 145. An Act to require the Boston & Maine Railroad to discontinue the running of certain trains in the city of Lowell.

1897. Chap. 233. An Act confirming the locations of the Boston & Maine Railroad and the Boston, Revere Beach and Lynn Railroad Company in the town of Revere.

1898. Chap. 194. An Act to authorize the Boston & Maine Railroad to purchase and hold in shares the capital stock of any railroad.

1899. Chap. 390. An Act relative to the crossings of railroads and public ways in East Boston.

1900. Chap. 410. An Act to provide better access for boats to Manchester Harbor, under the tracks of the Boston & Maine Railroad.

1900. Chap. 424. An Act to authorize the sale of the Central Massachusetts Railroad to the Boston & Maine Railroad.

1900. Chap. 426. An Act to ratify and confirm the contract of lease between the Boston & Maine Railroad and the Fitchburg Railroad Company.

1900. Chap. 462. An Act relative to the crossings of railroads and public ways in East Boston.

STATE OF NEW HAMPSHIRE.

1835. Chap. 14. An Act to incorporate the Boston and Maine Railroad, with location from Haverhill, Mass., to boundary line between New Hampshire and Maine. Capital stock \$600,000.

1838. Chap. 32. An Act in addition to the preceding act, authorizing a change in the location between Andover and Haverhill Railroad and the State of Maine.

1841. Chap. 6. An Act authorizing the union of the Boston and Portland Railroad, the Maine, New Hampshire and Massachusetts Railroad, Dover and Winnepesaukee Railroad, and the Boston and Maine Railroad, under the name of the Boston and Maine Railroad, and making the stockholders of each railroad, stockholders of the Boston and Maine Railroad, and increasing the power and privileges of said united railroad.

1841. Chap. 390. The Boston and Maine Railroad of Maine, New Hampshire and Massachusetts, having united, this act authorized the Boston and Maine Railroad to unite with the Boston and Maine Railroad Extension Company.

1887. Chap. 304. An Act to authorize the Boston and Maine Railroad to purchase the franchises and property of the Eastern Railroad Company, and the Eastern Railroad of New Hampshire, and to purchase the stocks, etc., of said railroads, and to increase its capital stock therefor, under certain limitations, and to make certain exchanges of stock, etc.

1889. Chap. 5. An Act amending Chapter 100 of the laws of 1883, and authorizing certain Railroad Corporations to form corporate unions and to make contracts of lease.

1889. Chap. 274. An Act authorizing, legalizing, and confirming the contract between the Boston & Maine Railroad and the Bartlett & Albany Railroad and for other purposes.

1891. Chap. 4. An Act authorizing the Boston & Maine Railroad to increase its capital stock for certain purposes.

1895. Chap. 22. An Act to authorize a lease of the Peterborough Railroad to the Boston & Lowell Railroad Corporation and a transfer of the same to the Boston & Maine Railroad.

STATE OF MAINE.

1836. Chap. 179. An Act to establish the Maine, New Hampshire and Massachusetts Railroad Corporation, extending from Portland, Maine, to the State Line of New Hampshire, there to connect with the railroad running through New Hampshire, the road to be completed on or before December 31, 1846.

1839. Chap. 533. An Act additional to the above, extending the time for building the road to December 31, 1850.

1841. Chap. 145. A further Act in addition to the above makes a change in the location, and gives authority to connect with other roads.

1843. Chap. 108. An Act to unite the Maine, New Hampshire and Massachusetts Railroad Corporation with the Boston & Maine Railroad, constitutes the stockholders of the former road stockholders of the latter, a corporation already existing under the laws of New Hampshire and Massachusetts, and the two corporations are by this act made one corporation by the name of the Boston & Maine Railroad.

1844. Chap. 152. An Act in addition to the last named act, and explanatory thereof.

1846. Chap. 350. An Act authorizing the union of the Boston & Maine Railroad Extension Company, a Massachusetts corporation, with the Boston & Maine Railroad.

1869. Chap. 40. An Act establishing the amount of capital stock of the Boston & Maine Railroad at \$5,000,000, and giving consent to the acts of the Massachusetts Legislature concerning said Boston & Maine Railroad.

1869. Chap. 103. An Act amending the preceding act, rectifying a clerical error therein.

1871. Chap. 630. An Act for the extension of the Boston & Maine Railroad in Maine, and for increase of capital stock by a sum not exceeding \$2,000,000.

1873. Chap. 222. An Act to confirm the location of the railroad through Berwick and North Berwick in Maine, under certain restrictions.

1876. Chap. 248. An Act to incorporate the Orchard Beach Railroad Company, with a capital stock of \$50,000, with power to construct a railroad along Old Orchard Beach.

1876. Chap. 290. An Act to amend chapter 272 of the Acts of 1873, modifying the restrictions as to depots.

1877. Chap. 328. An Act authorizing the directors of the Orchard Beach Railroad to determine in regard to the operation of said road.

1879. Chap. 117. An Act permitting the discontinuance of a certain part of its railroad in the town of South Berwick.

1881. Chap. 64. An Act to enable the Boston and Maine Railroad to purchase the Orchard Beach Railroad.

1885. Chap. 407. An Act to incorporate the Boston Express Company to operate over the Boston & Maine Railroad.

1887. Chap. 268. An Act authorizing the Boston and Maine to purchase the stock, etc., or to unite with the Eastern Railroad and other railroads in New Hampshire and Massachusetts, leased to or under contract with the Boston and Maine or Eastern Railroad, and the Portland, Saco and Portsmouth, the Portland and Rochester, Portsmouth, Great Falls and Conway, Kennebunk, Kennebunkport, and the Orchard Beach Railroad to increase its capital stock for the purposes of this act.

1889. Chap. 352. An Act additional to the charter of the Portland & Rochester Railroad.

1889. Chap. 532. An Act allowing Orchard Beach Railroad Company to use electric motors.

1891. Chap. 257. An Act in relation to minority stockholders of the Boston and Maine Railroad and certain other railroad corporations.

1891. Chap. 168. An Act relating to the Boston and Maine Railroad.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Lucius Tuttle.....	Boston, Mass... ..	October 10, 1900.
Samuel C. Lawrence.....	Medford, Mass.....	October 10, 1900.
Joseph S. Ricker.	Portland, Me... ..	October 10, 1900.
Richard Olney.....	Boston, Mass.. ..	October 10, 1900.
A. W. Sulloway.....	Franklin, N. H.	October 10, 1900.
Joseph H. White.	Brookline, Mass.	October 10, 1900.
Walter Hunnewell.....	Wellesley, Mass.	October 10, 1900.
Henry R. Reed.....	Boston, Mass.	October 10, 1900.
Lewis Cass Ledyard.....	New York, N. Y.....	October 10, 1900.
Henry M. Whitney.	Brookline, Mass..	October 10, 1900.
Henry F. Dimock	New York, N. Y.....	October 10, 1900.
William Whiting.....	Holyoke, Mass.....	October 10, 1900.
Alexander Cochrane.....	Boston, Mass.	October 10, 1900.
Charles M. Pratt.	New York, N. Y.....	October 10, 1900.

Total number of stockholders at date of last election, 6,289.

Date of last meeting of stockholders for election of directors, October 11, 1899.

Post office address of general office, Boston, Mass.

Post office address of operating office, Boston, Mass.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Lucius Tuttle.....	Boston, Mass.
President	Lucius Tuttle.....	Boston, Mass.
First Vice President	T. A. Mackinnon.....	Boston, Mass.
Second Vice President	Wm. F. Berry.....	Boston, Mass.
Corporation Clerk.....	Wm. B. Lawrence.....	Boston, Mass.
Treasurer	Amos Blanchard	Boston, Mass.
Assistant Treasurer	Herbert E. Fisher.....	Boston, Mass.
Attorney, or General Counsel...	Richard Olney.....	Boston, Mass.
General Auditor.....	Wm. J. Hobbs.....	Boston, Mass.
Assistant General Manager.....	Frank Barr.....	Boston, Mass.
Chief Engineer	H. Bissell....	Boston, Mass.
Assistant Chief Engineer.....	F. A. Merrill.....	Concord, N. H.
General Superintendent.....	D. W. Sanborn.....	Boston, Mass.
Division Superintendent....	Wm. Merritt (West. Div.)..	Boston, Mass.
Division Superintendent.....	W. T. Perkins (East. Div.)	Boston, Mass.
Division Superintendent.....	J. W. Sanborn (North. Div.)	Sanbornville, N. H.
Division Superintendent.....	C. E. Lee (W. N. & P. Div.)	Nashua, N. H.
Assistant Div. Superintendent..	H. W. Davis (W. N. & P. Div.)	Portland, Me.
Division Superintendent.....	W. G. Bean (South. Div.)..	Boston, Mass.
Assistant Div. Superintendent..	H. C. Robinson (So. Div.)..	Boston, Mass.
Division Superintendent....	W. R. Mooney (Con. Div.)	Concord, N. H.
Assistant Div. Superintendent .	Chas. A. Messer (Con. Div.)	Concord, N. H.
Division Superintendent	H. E. Fulsom (Conn. and Pass. Division) ...	Lyndonville, Vt.
Assistant Div. Superintendent..	H. F. Sampson (Conn. and Pass. Division)	Springfield, Mass.
Division Superintendent.....	Geo. E. Cummings (White Mountain Division).....	Woodville, N. H.
Superintendent of Telegraph...	S. A. D. Forristall	Boston, Mass.
General Freight Agent	M. T. Donovan.....	Boston, Mass.
General Passenger and Ticket Agent	D. J. Flanders.....	Boston, Mass.
Assistant General Passenger and Ticket Agent	Geo. E. Sturtevant	Boston, Mass.
Assistant General Passenger and Ticket Agent	Frank E. Brown.....	Concord, N. H.
Assistant General Passenger and Ticket Agent	Geo. W. Storer.....	Boston, Mass.
General Baggage Agent	C. J. Wiggin	Boston, Mass.
Superintendent Union Station..	Geo. H. Folger.....	Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Owned.			
Boston & Maine R. R.—			
Western Division	Boston, Mass.	Portland, Me.	115.31
Eastern Division	Boston, Mass.	Portland, Me.	106.29
Northern Division	Conway Jc., Me.	Intervale Jc., N.H.	73.37
W. N. & P. Division	Portland, Me.	Rochester, N. H.	53.86
Medford Branch	Medford Jc., Mass.	Medford, Mass.	2.00
Methuen Branch	Lawrence, Mass.	N. H. State Line.	3.75
Somerworth Branch	Rollingsford, N.H.	Somerworth, N. H.	2.75
Dover & Winnipiseogee Branch	Dover, N. H.	Alton Bay, N. H.	29.00
East Boston Branch	Ea. Boston, Mass.	Revere, Mass.	3.47
Charleston Branch	Freight track in.	Charlestown.	1.09
Saugus Branch	Everett, Mass.	West Lynn, Mass.	9.55
Chelsea Beach	Revere Jc., Mass.	Saugus R. Jc., Mass.	3.34
Swampscott Branch	Swampscott, Mass.	Marblehead, Mass.	3.96
Marblehead Branch	Salem, Mass.	Marblehead, Mass.	3.53
Lawrence Branch	Salem, Mass.	N. Andover, Mass.	19.89
South Reading Branch	Peabody, Mass.	Wakef'd Jc., Mass.	8.12
Gloucester Branch	Beverly, Mass.	Rockport, Mass.	16.94
Essex Branch	Wenham, Mass.	Essex, Mass.	6.00
Asbury Grove Branch	Wenham, Mass.	Asbury Gr., Mass.	1.06
Salisbury Branch	Salisbury, Mass.	Amesbury, Mass.	3.79
Portsmouth & Dover Branch...	Portsmouth, N. H.	Dover, N. H.	10.88
Wolboro Branch	Sanbornville, N.H.	Wolboro, N. H.	12.63
Union Branch	Green St., M.C.R.R.	Portland, Me.	1.12
Newburyport City Branch	East'n R. R. tracks	Newburypt whys.	1.97
Orchard Beach Branch	Saco River, Me.	O.Orch. Beach, Me.	3.27
West Amesbury Branch R. R.	Merrimac, Mass.	Newton, N. H.	4.45
*Lowell & Andover and L. & L.	Connection in	Lowell, Mass. ....	.25
Portsmouth, N.H., Electric St. Ry. ....	.....	.....	16.47
Total owned .....	.....	.....	519.50
Leased.			
Worcester, Nashua & Rochester..	Worcester, Mass.	Rochester, N. H.	94.45
Boston & Lowell R. R.	Boston, Mass.	Lowell, Mass.	26.75
Mystic Branch	Somerville, Mass.	Mystic wharves.	2.25
Lexington Branch	Somerville, Mass.	Lexington, Mass.	8.11
Middlesex Central Branch	Lexington, Mass.	Concord, Mass.	11.08
Bedford & Billerica Branch	Bedford, Mass.	N. Billerica, Mass.	7.63
Woburn Branch	Winchester, Mass.	N. Woburn Jc., Mass.	6.20
Stoneham Branch	Montvale Jc., Mass.	Stoneham, Mass.	2.50
Lawrence Branch	Wilmington, Mass.	Willin'g Jc., Mass.	3.21
Salem & Lowell Branch	Peabody, Mass.	Tewksbury, Mass.	16.80
Lowell & Lawrence Branch	Lowell, Mass.	Lawrence, Mass.	12.42
Nashua & Lowell R. R.	Lowell, Mass.	Nashua, N. H.	14.50
Concord & Montreal R. R.	Nashua, N. H.	Groveton, N. H.	181.07
Hooksett Branch	Hooksett, N. H.	Bow Jc., N. H.	7.59
Hedding Camp Ground Branch	East Hedding, N.H.	Hedding C. Grnd.. ....	.78
Mt. Washington Branch	Wing Road, N. H.	Base Mt. Wash.	20.17
Nashua, Acton & Boston	No. Acton, Mass.	Nashua, N. H.	20.12
Manchester & North Weare	Manchester, N. H.	Henniker, N. H.	24.50
Lake Shore Branch	Lakeport, N. H.	Alton Bay, N. H.	17.28
Tilton & Belmont Branch	Belmont Jc., N. H.	Belmont, N. H.	4.17
Whitefield & Jefferson Br ... {	Whitefield Jc. N.H.	Berlin Mills, N. H.	33.69
Profile & Franklin Notch Br. } {	Jefferson Meadow's	Jefferson, N. H.	
Franklin & Tilton	Bethle'm Jc., N.H.	Profile House.	12.84
New Boston Branch	Bethle'm Jc., N.H.	Bethlehem, N. H.	
Concord & Portsmouth Branch	Franklin, N. H.	Tilton, N. H.	4.95
Suncook Valley	Parkers, N. H.	New Boston, N. H.	5.19
Suncook Valley Extension ..	Portsmouth, N. H.	Manchester, N. H.	39.87
	Suncook, N. H.	Pittsfield, N. H.	17.41
	Pittsfield, N. H.	Cent. Barns'td	4.46

* Total length .37 miles of which .25 miles is owned and .12 miles leased.

PROPERTY OPERATED—CONCLUDED.

Name.	TERMINALS.		Miles of line for each road named.
	From--	To--	
Penigewassett Valley	Plymouth, Vt....	Lincoln	33.98
Northern R. R.....	Campton	Campton Village. }	
Peterboro & Hillsboro Br.....	Concord, N. H. ...	White Riv. Jc., Vt.	69.50
Bristol Br	Peterboro, N. H. ...	Hillsboro, N. H. ...	18.51
Concord & Claremont Br.... }	Franklin, N. H. ...	Bristol, N. H.	18.41
Connecticut & Pass. Rivers R. R.	Contoocook, N. H. ...	Hillsboro Bd'g ... }	70.90
Massawippi Valley Ry.....	Concord, N. H. ...	Claremont Jc. }	
Stanstead Br.....	White River Jc....	Jc. Canada Line....	110.30
Central Massachusetts R. R.	Canada Line.....	Lennoxville, P. Q. ...	81.95
Connecticut River R. R.	Stanstead Jc., P. Q.	Stanstead, P. Q. ...	8.51
Chicopee Falls Br.	No. Camb., Mass..	Northamp'n, Mass. ...	98.77
Easthampton Br.	Springfield, Mass.	Keene, N. H.	74.00
Danvers R. R.	Chicopee Jc., Mass.	Chicopee F's, Mass. ...	2.85
Newburyport R. R.	Mt. Tom Jc.	Easthampt'n, Mass. ...	8.50
Lowell & Andover R. R.	Waken'd Jc., Mass.	Danvers, Mass.	9.28
Manchester & Lawrence.	Bradford, Mass....	Newburyp't, Mass. ... }	26.98
Kennebunk & Kennebunkport Br	Georgetown, Mass.	Danvers, Mass. }	
Stony Brook Branch.....	Lowell Jc., Mass..	Lowell, Mass.	8.73
Wilton Branch.....	State Line.....	Manchester, N. H. ...	22.39
Peterborough Branch.....	Kennebunk, Me. ...	Kennebunkp't, Me. ...	4.50
Manchester & Keene Branch.....	N. Chelmsf'd, Mass.	Ayer Jc., Mass.	13.16
Trackage Rights Branch.....	Nashua, N. H.	Wilton, N. H.	15.50
Trackage Rights Branch.....	Wilton, N. H.	Greenfield, N. H. ...	10.50
*Lowell & Andover and L. & L.	Greenfield, N. H. ...	Keene, N. H.	29.59
	No. Acton, Mass..	Concord Jc., Mass. ...	4.21
	Lennoxville, P. Q.	Sherbrooke, P. Q. ...	2.95
	Connection in ...	Lowell, Mass. ....	.12
Total leased.....			1,267.54
Total owned			519.50
Grand total operated.....			1,787.04

NAME OF ALL COAL, BRIDGE, CANAL OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of business.	Title (owned, leased, etc.)	State or territory.
Steamer Mt. Washington...	Principally passenger, with some freight, on Lake Winnipiseogee ..	Owned.....	New Hampshire.
Steamer Lady of the Lake..	Passenger and freight on Lake Memphremagog.	Leased	Vermont.
Portsmouth Bridge	Toll bridge.....	Owned.....	New Hampshire and Maine.
Penigewassett Valley Stage Line.....	Stage line	One half interest leased	New Hampshire.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:						
B. & M., common	219,179 335	\$100	21,917,925 30	\$21,884,700 00	*7%	\$1,326,316 25
B. & M., scrip				2,688 20		
P. S. & P. R. R., com.				13,800 00		
P. & D. R. R., common				1,153 82		
P. & Roch. R. R., com.				1,100 00		
E. R. R. (Mass.) com.				83 28		
B. & M. R. R., pref'd.	31,488	100	3,149,800 00	3,149,800 00	†6%	188,988 00
Total	250,677 335	\$100	25,067,725 30	\$25,052,725 36		\$1,515,304 25

Manner of Payment for Capital Stock.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: common			116,406	\$11,561,874 52
Issued in exchange for stock of sundry roads	† 28,206		183,869	
Total	28,206		250,345	\$11,561,874 52

*October 1, 1899, 1½% on 178,686 shares	\$312,698 75
January 1, 1900, 1½% on 178,925 shares	313,118 75
April 2, 1900, 1½% on 199,574 shares	348,904 50
July 2, 1900, 1½% on 300,678 shares	351,177 75
Amount paid in lieu of dividends on common stock exchanged for stock of roads purchased	416 50
	\$1,326,316 25

No dividends paid on 18,076 shares owned by B. & M. R. R.

†September 1, 1899, 3% on 31,488 shares	\$94,494 00
March 1, 1900, 3% on 31,488 shares	94,494 00
	\$188,988 00

‡Issued in exchange for stock of roads purchased	Shares.
Eastern Railroad in New Hampshire (purchased June 16, 1899)	1,388
Portland, Saco & Portsmouth Railroad (purchased Jan. 1, 1900)	14,863
Boston & Rochester Railroad (purchased January 1, 1900)	5,909
Portsmouth & Dover Railroad (purchased January 1, 1900)	5,798
	27,962
Issued in exchange for Boston & Maine Railroad scrip	253
	28,205

Boston & Maine Railroad scrip is convertible into stock when presented in sums of \$100, or more, new scrip certificates being issued for the excess over \$100, or multiples thereof.

FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of Issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Bonds	Jan. 1, 1884	Jan. 1, 1944	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00	\$5,700,000 00	44	Jan. and July 1	\$70,000 00	\$59,500 00
Improvement bonds	Aug. 1, 1882	Aug. 1, 1942	2,500,000 00	2,500,000 00	2,500,000 00	2,515,458 60	4	Feb. and Aug. 1	100,000 00	100,380 00
Improvement bonds	Feb. 2, 1885	Feb. 2, 1905	1,000,000 00	1,000,000 00	1,000,000 00	1,085,382 70	4	Feb. and Aug. 2	40,000 00	40,000 00
Improvement bonds	Feb. 1, 1887	Feb. 1, 1907	500,000 00	500,000 00	500,000 00	527,650 00	4	Feb. and Aug. 1	20,000 00	20,000 00
Improvement bonds	Feb. 1, 1887	Feb. 1, 1907	2,000,000 00	1,919,000 00	1,919,000 00	1,947,000 00	4	Feb. and Aug. 1	76,760 00	76,760 00
Eastern R. R. certificates of indebtedness, U. S. gold	Sept. 1, 1876	Sept. 1, 1906	10,392,645 77	10,392,645 77	*6,742,500 21	10,392,645 77	8	Mar. and Sept. 1	405,480 00	405,480 00
Eastern R. R. certificates of indebtedness, £ sterling	Sept. 1, 1876	Sept. 1, 1906	3,070,274 85	3,070,274 85	1,555,333 40	3,070,274 85	8	Mar. and Sept. 1	98,880 00	98,880 00
P. G. F. & C. bonds	June, 1877	June, 1887	1,000,000 00	998,000 00	198,000 00	998,000 00	44	June and Dec. 1	44,910 00	44,910 00
P. G. F. & C. bonds	Dec., 1872	Dec. 1, 1892	.....	.....	2,000 00	.....	44	June and Dec. 1	90 00	.....
Port. & Roch. R. R. bonds	May 4, 1882	Oct. 1, 1907	113,500 00	113,500 00	113,500 00	111,486 26	4	April and Oct. 1	2,270 00	2,270 00
Total .....	.....	.....	\$25,576,430 62	\$26,498,420 62	\$21,350,333 61	\$26,396,878 17	17	.....	\$1,052,785 00	\$1,000,643 50
Mortgage bonds .....	.....	.....	\$14,682,920 62	\$14,460,920 62	\$8,297,833 61	\$14,460,920 62	.....	.....	\$543,750 00	\$541,677 50
Miscellaneous obligations .....	.....	.....	13,113,500 00	12,037,500 00	12,037,500 00	11,887,867 56	.....	.....	506,060 00	506,060 00
Grand total .....	.....	.....	\$25,576,430 62	\$26,498,420 62	\$21,350,333 61	\$26,396,878 17	.....	.....	\$1,052,785 00	\$1,000,643 50

* Eastern Railroad United States gold certificates, \$6,742,500, twelve months at 6%, \$404,550. Certificates purchased and cancelled, \$68,500, two months at 6%, \$880; total, \$405,430.

† P. G. F. & C. bonds. § The \$2,000 of old bonds have not yet been presented for exchange for the new bonds due June 1, 1907.

‡ Portland and Rochester Railroad terminal bonds assumed by Boston & Maine Railroad under its purchase of that road on January 1, 1900. Interest accrued and paid during year is for the six months ending June 30, 1900.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$14,460,920 62	\$9,297,833 61	\$543,755 00	\$541,677 50
Miscellaneous obligations.....	12,062,500 00	12,062,500 00	509,030 00	508,965 00
Total.....	\$26,486,420 62	\$21,330,333 61	\$1,052,785 00	\$1,050,642 50

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash.....	\$823,087 94	Audited vouchers and ac- counts.....	\$1,986,963 89
Bills receivable.....	767,634 49	Wages and salaries.....	381,087 23
Due from agents.....	926,140 43	Net traffic balances due to other companies.....	410,592 55
Due from solvent companies and individuals.....	2,481,542 53	Dividends not called for.....	21,384 36
		Matured interest coupons un- paid (including coupons due July 1).....	166,405 12
		Rents due July 1.....	896,464 26
		Con. & Mont. R. R. Imp. Fund	409,509 43
		Div. common stock, July 1...	351,177 75
		Total—current liabilities.....	\$4,685,114 58
Total—cash and current assets.....	\$4,908,406 39	Balance—cash assets.....	363,290 61
		Total.....	\$4,908,406 39

* Materials and supplies on hand, \$2,364,983.44.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$35,052,725 30	\$25,052,725 30	.....	519.50	\$48,325
Bonds	21,330,333 61	21,330,333 61	.....	.....	41,069
Total	\$46,383,058 91	\$46,383,058 91	.....	519.50	\$89,394

RECAPITULATION.
FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRUCKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED
IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Boston and Maine Railroad.....	\$28,052,725 30	\$31,330,333 61	\$46,383,058 91	519.50	\$89,284
Worcester, Nashua and Rochester Railroad.....	3,096,800 00	1,776,000 00	4,875,800 00	94.48	51,007
Danvers Railroad.....	58,300 00	125,000 00	183,300 00	6.26	19,785
Newburyport Railroad.....	200,800 00	300,000 00	500,800 00	26.84	18,666
Lowell and Andover Railroad.....	625,000 00	.....	625,000 00	8.85	70,622
Manchester and Lawrence Railroad.....	1,040,000 00	374,000 00	1,274,000 00	23.39	56,800
Kennebunk and Kennebunkport Railroad.....	65,000 00	.....	65,000 00	4.50	14,444
Boston and Lowell Railroad.....	6,528,400 00	8,302,000 00	14,888,400 00	96.95	153,053
Stony Brook Railroad.....	300,000 00	.....	300,000 00	13.16	22,786
Wilton Railroad.....	240,000 00	.....	240,000 00	15.50	15,434
Peterborough Railroad.....	338,000 00	.....	338,000 00	10.50	36,087
Central Massachusetts Railroad.....	7,431,622 33	2,100,000 00	9,531,622 33	110.30	89,391
Connecticut and Passumpsic River Railroad.....	2,500,000 00	1,900,000 00	4,400,000 00	35.46	22,651
Massachusetts Railroad.....	800,000 00	.....	800,000 00	82.91	87,069
Northern Railroad.....	3,068,400 00	.....	3,068,400 00	70.80	12,889
Concord and Claremont, N. H., Railroad.....	413,400 00	500,000 00	913,400 00	18.51	11,345
Peterboro and Hillsboro Railroad.....	45,000 00	165,000 00	210,000 00	39.59	60,869
*Manchester and Keene Railroad.....	.....	.....	.....	.....	.....
Connecticut River Railroad.....	2,580,000 00	2,280,000 00	4,870,000 00	79.85	62,069
Nashua and Lowell Railroad.....	800,000 00	100,000 00	900,000 00	14.50	58,723
Concord and Montreal Railroad.....	7,187,600 00	6,550,000 00	13,747,600 00	224.11	23,428
Whitefield and Jefferson Railroad.....	798,300 00	.....	798,300 00	33.69	49,702
Nashua, Acton and Boston Railroad.....	500,000 00	500,000 00	1,000,000 00	30.12	23,615
Fernigwasset Valley Railroad.....	541,500 00	.....	541,500 00	22.88	8,779
Concord and Portsmouth Railroad.....	360,000 00	.....	360,000 00	39.57	.....

Suncook Valley Railroad.....	341,700 00	.....	341,700 00	17.41	19,627
Suncook Valley Extension Railroad.....	77,000 00	.....	77,000 00	4.46	17,265
Lake Shore Railroad.....	329,800 00	.....	329,800 00	17.29	19,086
Franklin and Tilton Railroad.....	250,000 00	.....	250,000 00	4.85	50,505
Profile and Franconia Notch Railroad.....	334,600 00	.....	334,600 00	12.84	18,271
New Boston Railroad.....	84,000 00	.....	84,000 00	5.19	16,185
Tilton and Belmont Railroad.....	47,200 00	.....	47,200 00	4.17	11,319
Grand total	\$65,923,247 63	\$46,219,333 61	\$112,142,581 24	1,779.98	\$65,007

* Owned jointly by Boston and Lowell and Concord and Montreal Railroads.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1898.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating ex- penses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction:						
Engineering	\$227,617 78	\$1,325,585 74	\$1,563,903 52	\$3,009 05
Right of way and station grounds.....	}	229,681 94	7,661,529 89	7,891,211 33	15,190 01
Real estate.....						
Grading, bridge and culvert masonry.....		1,212,603 04	6,696,599 91	7,911,202 95	15,228 49
Bridges, trestles and culverts.....		240,117 84	3,456,423 16	3,696,541 00	7,115 57
Ties.....	}					
Rails.....						
Track fastenings.....	}	656,201 38	6,544,941 91	7,204,143 29	13,867 46
Frogs and switches.....						
Ballast.....						
Track laying and surfacing.....	}					
Station buildings and fixtures.....		182,148 93	3,507,535 34	3,689,654 27	7,102 38
Shops, roundhouses and turntables.....					
Shop machinery and tools.....		89,113 37	1,001,216 25	1,040,329 62	2,002 56
Elimination of grade crossings.....		177,310 08	401,275 29	578,585 32	1,113 73
Boston pass. terminals.....			2,234,134 97	2,234,134 97	4,300 55
Portsmouth Electric Rail- way.....		387,735 96		387,735 96	746 36
Interest and discount.....			82,028 44	82,028 44	157 90
Total construction.....		3,865,530 27	32,913,270 40	36,378,900 67	\$69,834 07

Land purchased and used in operation of the road during the year, \$8,329.59; elimination of grade crossings completed during the year, \$177,310.08; double track between Salisbury, Mass., and Greenland, N. H., Eastern Division, \$202,732.55; vegetable market house at Charlestown, Mass., \$102,602.47; Portsmouth, N. H., Electric Railway construction, \$387,735.96; purchase of the following roads with Boston and Maine Railroad common stock: Portsmouth and Dover Railroad, \$562,806.80; Portland and Rochester Railroad, \$529,523.91; Portland, Saco and Portsmouth Railroad, \$1,364,483.96; total, \$3,365,530.27.

COST OF ROAD EQUIPMENT AND PERMANENT IMPROVEMENTS—Concluded

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to income account as permanent improvements. Charged to construction or equipment.			
Equipment:					
Locomotives.....	\$122,975 00	\$1,423,165 06	\$1,546,140 06	\$3,976 31
Passenger cars.....				
Sleeping, parlor and dining cars.....				
Baggage, express and postal cars.....	46,474 00	1,560,379 51	1,606,853 51	3,086 08
Combination cars.....				
Freight cars.....	97,676 00	1,575,539 08	1,673,515 08	3,221 33
Other cars of all classes.....	4,800 00	18,766 31	23,566 31	45 33
Total equipment.....	\$271,925 00	\$4,578,149 91	\$4,850,074 91	\$9,336 04
Total construction.....	3,365,530 27	32,913,270 40	36,278,800 67	69,534 07
Grand total cost construction, equipment, etc.....	3,637,455 27	37,491,420 31	41,128,875 58	\$79,170 11

Received from roads purchased January 1, 1900, with Boston and Maine Railroad common stock, viz.:

LOCOMOTIVES.

From Portland Saco and Portsmouth Railroad (17)..... \$66,775
 From Portland and Rochester Railroad (18)..... 56,200
 \$122,975 00

PASSENGER, BAGGAGE, MAIL AND EXPRESS CARS.

From Portland, Saco and Portsmouth Railroad (4)..... \$5,000
 From Portland and Rochester Railroad (19)..... 41,474
 46,474 00

FREIGHT CARS.

From Portland, Saco and Portsmouth Railroad (177)..... \$54,686
 From Portland and Rochester Railroad (223)..... 43,010
 97,676 00

OTHER CARS.

From Portland, Saco and Portsmouth Railroad (4)..... \$3,200
 From Portland and Rochester Railroad (2)..... 1,600
 4,800 00
 \$271,925 00

No equipment owned by Portsmouth and Dover Railroad.

INCOME ACCOUNT.

Gross earnings from operation.....	\$ 22,301,764 04	
Less operating expenses	15,569,626 89	
Income from operation		\$6,732,137 35
Dividends on stocks owned.....	\$229,557 80	
Interest on bonds owned.....	5,618 00	
Miscellaneous income—less expenses	287,550 29	
Income from other sources.		522,725 89
Total income.		\$7,254,863 24
Deductions from income:		
Interest on funded debt accrued	\$1,062,785 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	11,586 45	
Interest on real estate mortgages.....	23,792 00	
Rents paid for lease of road	3,214,063 32	
Taxes	1,200,598 65	
Other deductions:		
Sinking fund payments account B. & M. R. R. bonds.....	51,285 00	
Sinking fund payments account E. R. R. bonds.....	13,432 25	
Total deductions from income		5,567,542 67
Net income		\$1,687,320 57
Dividends 7 per cent, common stock	\$1,326,316 25	
Dividends 6 per cent, preferred stock.....	18,968 00	
Total		1,515,304 25
Surplus from operations of year ending June 30, 1900.		\$172,016 32
Surplus on June 30, 1899.....		1,738,989 73
		\$1,931,006 05
*Deductions for year		411,253 50
Surplus on June 30, 1900.....		\$1,519,752 55

* Amount transferred to contingent fund, \$150,000.00; dividend on common stock paid July 1, 1899, from earnings of year ended June 30, 1899, \$281,253.50; total, \$411,253.50.

Prior to this year profit and loss has been charged with the dividends paid during the year, instead of the dividends declared during the year, and as a result, the quarterly dividend on common stock, which is payable July 1st, has not been shown as a liability, it being included in the Profit and Loss balance at the close of the year.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$9,182,125 66		
Less repayments—			
Tickets redeemed.....		\$16,127 79	
Excess fares refunded.....		88,880 30	
Other repayments.		8,000 00	
Total deductions.....		\$113,008 09	
Total passenger revenue			\$9,069,117 57
Mail	\$350,680 97		
Express	621,543 82		
Extra baggage and storage...	120,818 62		
			\$1,093,043 41
Total passenger earnings.....			\$10,162,160 98
Freight:			
Freight revenue... ..	\$12,053,335 20		
Less repayments—			
Overcharge to shippers.....		\$71,198 76	
Total freight revenue.			\$11,982,146 44
Stock yards	\$4,294 74		
Elevators	62,499 96		
			66,794 70
Total freight earnings			\$12,048,941 16
Total passenger and freight earnings.....			\$22,211,102 14
Other earnings from operation:			
Telegraph companies.....	\$4,173 01		
Rents from tracks, yards, and terminals..	35,558 31		
Other sources—Steamer Mt. Washington..	930 58		
Total other earnings			90,661 90
Total gross earnings from operation—entire line			\$22,301,764 04

STOCKS OWNED.

Railway Stocks.	Total par value.	Rate—%.	Income or dividend received.	Valuation.	Shares.
Maine Central Railroad.....	\$2,516,000	6	\$150,860 00	\$2,516,000 00	25,160
Boston & Maine Railroad	1,807,600	6	.....	2,072,414 15	18,076
York Harbor & Beach Railroad	248,550	.....	.....	248,550 00	4,971
Portland & Ogdensburg Railroad	385,240	2	7,904 80	146,238 80	3,952.4
Franklin & Tilton Railroad.....	125,000	.....	.....	125,000 00	1,250
St. Johnsbury & Lake Champlain R. R.	40,450	.....	.....	4,303 56	809
Newburyport Railroad	137,000	.....	.....	4,110 00	1,370
Danvers Railroad.....	47,100	.....	.....	2,345 00	471
St. John Bridge & Railway Extens'n Co.	12,000	5	600 00	684 00	240
Concord & Claremont, N. H., Railroad..	3,200	.....	.....	640 00	32
Montreal & Atlantic Railway Company	37,300	.....	.....	3,000 00	373
Owned by leased roads:*					
Suncook Valley Railroad .....	.....	.....	3,783 80	.....	.....
Pemigewasset Valley Railroad .....	.....	.....	2,286 00	.....	.....
Peterboro Railroad .....	.....	.....	1,324 00	.....	.....
New Boston Railroad .....	.....	.....	400 00	.....	.....
Mt. Washington Railway .....	.....	.....	3,879 00	.....	.....
Vermont Valley Railroad.....	.....	.....	29,202 00	.....	.....
†Portland & Rochester Railroad .....	.....	.....	28,926 00	.....	.....
Portland, Saco & Portsmouth Railroad.	.....	.....	210 00	.....	.....
Portsmouth & Dover Railroad .....	.....	.....	19 80	.....	.....
Total	\$5,369,440	.....	\$229,496 20	\$5,123,285 51	.....
OTHER STOCKS.					
Portland Union Railway Station Co ...	\$25,000	.....	.....	\$25,000 00	.....
Portland, Mt. Desert & Machias Steam- boat Company	15,000	.....	.....	15,000 00	.....
Portsmouth Bridge Company	40,000	.....	.....	4,000 00	.....
†Wells River Bridge Company .....	.....	.....	62 40	.....	.....
Total	\$80,000	.....	62 40	\$44,000 00	.....
Grand total.....	\$5,449,440	.....	\$229,557 60	\$5,167,285 51	.....

Name.*	Shares.	Owned by	Rate.	Amount.
Suncook Valley Railroad....	6804	Concord & Montreal Railroad	6	\$3,783 80
Pemigewasset Valley Ry . .	381	Concord & Montreal Railroad	6	2,286 00
Peterborough Railroad	831	Boston & Lowell Railroad....	4	1,324 00
New Boston Railroad	100	Concord & Montreal Railroad	4	400 00
Mt. Washington Railway....	1,089	Concord & Montreal Railroad	3	3,297 00
Mt. Washington Railway....	194	Connecticut & Passumpsic River Railroad	3	582 00
Vermont Valley R.R.(par \$50)	9,734	Connecticut River Railroad ..	6	29,202 00
				\$40,874 80
†Portland & Rochester R. R..	4,821	Stocks owned by B. & M. R. R. and exchanged for stock of B. & M. R. R. under pur- chase of said roads January 1, 1900.	6	\$28,926 00
Portland, Saco & Portsmouth Railroad.	35		6	210 00
Portsmouth & Dover R. R. ...	3		6	18 00
Portsmouth & Dover R. R. ...			\$	1 80
				\$29,155 80

†Wells River Bridge Co	52	Owned by Concord & Montreal Railroad	\$62 40
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\$ Extra dividend of 60c. per share.

BONDS OWNED.

Name.	Total par value.	Rate-%.	Income of interest received.	Valuation.
Newburyport Railroad.....	\$300,000 00	..	.....	\$298,464 95
Danvers Railroad.....	125,000 00	.....	.....	125,000 00
St. Johnsbury and Lake Champlain Railroad..	432,000 00	.....	.....	432,000 00
Central Massachusetts Railroad.	100,000 00	5	\$5,000 00	100,000 00
Total.. ..	\$957,000 00	..	\$5,000 00	\$955,464 95
OTHER BONDS.				
Woodsville Aqueduct Company.....	\$5,450 00	4	\$218 00	\$5,618 56
*Woodsville Aqueduct Company .. .	.....	.....	400 00	.....
Total.. ..	\$5,450 00	.....	\$618 00	\$5,618 56
Grand total	\$962,450 00	.....	\$5,618 00	\$961,083 45

* Bonds Woodsville Aqueduct Company, par value \$10,000, owned by Concord & Montreal Railroad. Interest received, 4%=\$400.00.

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property	Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks:				
Sundry track rentals				\$4,690 55
Terminals:				
Passenger and freight	Wells River and Woodsville.....	Montpelier & Wells River, R. R.	\$200 00	
" "	Lowell, Mass.	N. Y., N. H. & H. R. R.	3,600 00	
" "	Sterling Jc., Mass.	N. Y., N. H. & H. R. R.	371 76	
" "	Northampton, Mass.	N. Y., N. H. & H. R. R.	800 00	
" "	Rochester, N. H.	Port. & Roch. R. R.	696 00	
" "	Worcester, Mass.	Fitchburg R. R.	600 00	
" "	Sherbrooke, P. Q.	Quebec Central Ry ..	300 00	
" "	St. Johnsbury, Vt.	St. Johnsbury & L. C. R.	1,500 00	
" "	Newport, Vt.	Canadian Pacific Ry	400 00	
Passenger.	Boston, Mass.	Fitchburg R. R.	72,000 00	
Total.....				80,867 76
Grand total rents received				\$85,558 31

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents of tenements, land, etc.	\$294,414 77	\$40,056 73	\$254,358 04
Portsmouth bridge tolls	8,920 35	1,480 00	7,440 35
Interest received	20,032 51	.....	20,032 51
Sundry items	5,619 39	.....	5,619 39
Total.....	\$329,087 02	\$41,486 73	\$287,550 29

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,722,051 07
Renewals of rails.....	54,216 40
Renewals of ties.....	354,217 76
Repairs and renewals of bridges and culverts.....	243,885 57
Repairs and renewals of fences, road crossings, signs and cattle guards.....	134,085 09
Repairs and renewals of buildings and fixtures.....	513,945 73
Repairs and renewals of docks and wharves.....	15,437 69
Repairs and renewals of telegraph.....	7,226 34
Stationery and printing.....	3,356 00
Other expenses.....	258 08
Repairs electric line construction.....	146 08
Total	\$3,070,935 79
Maintenance of equipment:	
Superintendence.....	\$55,964 57
Repairs and renewals of locomotives.....	898,042 41
Repairs and renewals of passenger cars.....	618,584 81
Repairs and renewals of freight cars.....	841,510 59
Repairs and renewals of work cars.....	27,301 45
Repairs and renewals of shop machinery and tools.....	76,856 75
Stationery and printing.....	4,760 68
Other expenses.....	57,467 40
Cost of electric motive power.....	2,570 90
Total	\$2,574,859 56
Conducting transportation:	
Superintendence.....	\$308,107 01
Engine and roundhouse men.....	1,319,296 50
Fuel for locomotives.....	1,939,567 94
Water supply for locomotives.....	94,332 43
Oil, tallow and waste for locomotives.....	19,752 75
Other supplies for locomotives.....	26,811 81
Train service.....	1,186,146 65
Train supplies and expenses.....	297,247 18
Switchmen, flagmen and watchmen.....	1,185,608 09
Telegraph expenses.....	216,300 78
Station service.....	1,531,688 10
Station supplies.....	256,756 31
Car mileage—balance	369,304 31
Loss and damage.....	69,444 38
Injuries to persons.....	285,427 58
Clearing wrecks.....	19,085 60
Advertising.....	97,969 04
Outside agencies.....	31,758 19
Rents for tracks, yards and terminals.....	47,109 32
Rents of buildings and other property.....	18,100 00
Stationery and printing.....	116,028 94
Other expenses.....	1,119 74
Total	\$9,384,207 54
General expenses:	
Salaries of general officers.....	\$77,056 64
Salaries of clerks and attendants.....	162,606 26
General office expenses and supplies.....	30,737 18
Insurance.....	97,571 85
Law expenses.....	122,352 70
Stationery and printing (general offices).....	13,675 36
Other expenses.....	35,623 81
Total	\$589,623 80
Recapitulation of expenses:	
Maintenance of way and structures.....	\$3,070,935 79
Maintenance of equipment.....	2,574,859 56
Conducting transportation.....	9,384,207 54
General expenses.....	589,623 80
Grand total.....	\$15,589,626 69

Percentage of expenses to earnings—entire line, 69.813.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Boston and Lowell Railroad..	\$760,862 00	\$760,862 00
Concord and Montreal Railroad.....	\$508,721 75	259,845 38	768,567 68
Connecticut River Railroad	258,000 00	88,600 00	361,600 00
Worcester, Nashua and Rochester R. R.	250,000 00	250,000 00
Connecticut and Passumpsic River R. R.	218,000 00	218,000 00
Northern Railroad.....	216,104 00	216,104 00
Central Massachusetts Railroad	177,084 64	177,084 64
Manchester and Lawrence Railroad.....	\$10,960 00	.....	102,000 00	112,960 00
Portland, Saco and Portsmouth R. R. (6 months).....	45,000 00	45,000 00
Nashua and Lowell Railroad	78,000 00	78,000 00
Lowell and Andover Railroad.....	52,500 00	52,500 00
Portsmouth and Dover R. R. (6 months)	23,070 00	.....	23,070 00
Massawippi Valley Railway	40,000 00	40,000 00
Concord and Portsmouth Railroad.....	25,000 00	25,000 00
Stony Brook Railroad.....	21,500 00	21,500 00
Wilton Railroad	20,400 00	20,400 00
Peterboro Railroad.....	15,700 00	15,700 00
Suncook Valley Railway	14,700 00	14,700 00
Kennebunk and Kennebunkport R. R.	2,925 00	2,925 00
New Boston Railroad	2,800 00	2,800 00
Pemigewasset Valley Railroad	32,790 00	32,790 00
Newport and Richford R. R.....	\$17,500	.....	500 00	500 00
Sub-let to Canadian Pac. R'y for..	18,000	.....	.....	.....
Total rents	\$10,960 00	\$784,791 75	\$2,418,811 87	\$3,314,063 82

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks:	Lennoxville to Sherbrooke, P. Q.....	Grand Trunk Railway.	\$1,750 00	
	Portland, Me. (6 mo.)	Port. and Roch. R. R. ..	1,263 03	
	North Acton to Concord Junction.....	N. Y., N. H. & H. R. R. R.	3,062 20	
Total .....	.....	.....	.....	\$6,066 23
Terminals:				
Pass. stations ...	Springfield, Mass...	Boston & Albany R. R.	\$22,000 00	
	Worcester, Mass. ...	Boston & Albany R. R.	7,000 00	
	Ware, Mass.	Boston & Albany R. R.	234 00	
	Keene, N. H.	Fitchburg Railroad....	1,520 00	
	Peterboro, N. H.....	Fitchburg Railroad....	480 00	
	Greenfield, Mass ...	Fitchburg Railroad....	1,500 00	
	Portland, Me.....	Por. Union R'y Sta. Co.	7,500 00	
	Concord Junc., Mass.	N. Y., N. H. & H. R. R. R.	480 00	
Total .....	.....	.....	.....	41,014 00
Grand total rents.	.....	.....	.....	\$47,106 23

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$			\$		
	32,913,270 40	Cost of road.....		36,278,400 67	3,365,580 27	
	4,578,149 91	Cost of equipment.....		4,850,074 91	271,925 00	
	5,163,348 57	Stocks owned.....		5,167,285 51	3,936 94	
\$73,425 32	969,484 45	Bonds owned.....		961,083 45	1,599 00	
		Steamer Mt. Wash- ington.....	\$69,260 24			
52,261 43		Richford, Vt., ele- vator.....	52,261 43			
	125,716 75			121,521 67		\$4,195 08
	1,222,572 64	Lands owned.....		1,235,619 26	13,246 62	
	5,815,413 97	Cash and current assets.....		4,998,405 39		817,008 58
1,485,745 45		Other assets: Materials and supplies.....	2,364,938 44			
783 64		*Trustees E. R. R.....	1,282 86			
867,728 68		*Trustees B. & M. R.....	955,553 52			
464,195 60		Sundries.....	458,013 22			
	2,818,453 37			3,779,788 04	961,334 67	
	53,596,210 06	Grand total.....		57,392,578 90	3,796,368 84	
		LIABILITIES.				
	22,869,575 00	Capital stock.....		25,052,725 30	2,683,150 30	
	21,305,333 61	Funded debt.....		21,330,333 61	25,000 00	
	3,675,178 88	Current liabilities.....		4,635,114 58	969,935 70	
	594,800 00	Real estate mort- gages.....		594,800 00		
	270,126 67	Accrued interest on funded debt not yet payable.....		269,491 67		635 00
	181,320 71	Accrued rentals not yet due.....		182,180 66	859 95	
	453,694 66	Accrued taxes not yet due.....		487,751 17	34,056 51	
	1,177,676 86	Sundry lease ac- count.....		1,177,276 86		400 00
\$867,728 68	791,001 62	Suspense account.....		886,316 12	95,314 50	
		Sinking fund for redemption of B. & M. R. R. bonds.....	955,553 52			
783 64		Redemption of E. R. R. bonds.....	1,282 86			
	868,512 32			956,636 38	88,324 06	
	150,000 00	Injury fund.....		150,000 00		
		Contingent fund.....		150,000 00	150,000 00	
	1,758,989 73	Profit and loss.....		1,519,752 55		239,237 18
	53,596,210 06	Grand total.....		57,392,578 90	3,796,368 84	

* Sinking fund.

IMPORTANT CHANGES DURING THE YEAR.

Portsmouth, N. H., Electric Street Railway constructed and put into operation during year 16.47 miles.

Portland, Saco & Portsmouth, Portsmouth & Dover and Portland & Rochester Railroads purchased January 1, 1900, on basis of 26,385 $\frac{2}{3}$ shares of common stock of Boston & Maine Railroad in exchange for stock of those roads on following basis:—

15,000 shares Boston & Maine common for 15,000 shares Portland, Saco & Portsmouth Railroad stock; 5,920 shares Boston & Maine common for 5,920 shares Portland & Rochester stock; 5,915 $\frac{2}{3}$ shares Boston & Maine common for 7,680 shares Portsmouth & Dover stock as per agreement.

28,205 shares common stock issued during the year in exchange for stock of Eastern Railroad in New Hampshire, Portland, Saco & Portsmouth Railroad, Portsmouth & Dover Railroad and Portland & Rochester Railroad surrendered and cancelled.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Eastern Railroad certificates of indebtedness	Boston, Mass., and branches...	N. H. State Line.	110.72	\$749 44
Portland, Great Falls and Conway bonds	Conway Jct., N.H.	No. Conway, N.H.	72.86	137 25

EQUIPMENT MORTGAGED.—Equipment formerly owned by the Eastern Railroad viz.: 87 locomotives, 212 passenger cars, 1,609 freight cars.

SECURITIES MORTGAGED.—Sundry stocks formerly owned by the Eastern Railroad, viz.: Maine Central, Portland, Mt. Desert and Machias Steamboat Company, Portland and Rochester Railroad, also Wolfboro and Portsmouth, Great Falls and Conway stocks which have since been exchanged for that of the Boston and Maine stock.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	27	8,451	\$158,258 83	\$18 73
Other officers.....	49	14,813	84,197 18	5 68
General office clerks.....	549	164,604	364,228 04	2 21
Station agents.....	580	192,896	345,845 87	1 79
Other station men.....	2,174	703,031	1,277,517 68	1 82
Enginemen.....	745	238,979	771,211 59	3 23
Firemen.....	748	238,908	451,742 41	1 89
Conductors.....	661	219,706	599,909 89	2 82
Other trainmen.....	1,782	581,773	1,105,092 62	1 90
Machinists.....	420	129,555	308,906 12	2 38
Carpenters.....	738	217,176	426,062 81	1 96
Other shopmen.....	889	264,908	507,426 86	1 92
Section foremen.....	554	176,643	343,963 86	1 96
Other trackmen.....	2,626	773,009	1,111,260 32	1 44
Switchmen, flagmen, and watchmen.....	1,482	496,314	734,651 76	1 45
Telegraph operators and dispatchers.....	289	96,454	179,563 62	1 89
Employees—account floating equipment.....	32	3,291	4,402 46	1 34
All other employees and laborers.....	1,670	508,171	794,664 37	1 58
Total (including "general officers").....	15,960	5,018,622	\$9,568,915 56	\$1 91
Less "general officers".....	27	8,451	158,258 83	18 73
Total (excluding "general officers").....	15,933	5,010,171	\$9,410,657 25	\$ 1 88
Distribution of above:				
General administration.....	454	137,124	\$490,094 82	\$3 57
Maintenance of way and structures.....	4,080	1,187,667	1,914,811 50	1 61
Maintenance of equipment.....	2,170	650,513	1,237,017 97	1 90
Conducting transportation.....	9,806	3,043,318	5,926,991 29	1 95

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	32,932,814			
Number of passengers carried one mile.....	825,145,571			
Number of passengers carried one mile per average mile of road	299,769			
Average distance carried, miles	15.95			
Total passenger revenue.....		9,069,117	57	
Average amount received from each passenger.....			27	538
Average receipts per passenger per mile			01	727
Total passenger earnings		10,162,160	98	
Passenger earnings per average mile of road.....		5,801	25	
Passenger earnings per train mile		1	25	336
Freight traffic:				
Number of tons carried of freight earning revenue	12,426,571			
Number of tons carried one mile.....	832,397,863			
Number of tons carried one mile per aver. mile of road	475,189			
Average distance haul of one ton, miles	66.99			
Total freight revenue		11,893,146	44	
Average amount received for each ton of freight			86	424
Average receipts per ton per mile			01	439
Total freight earnings.....		12,048,941	16	
Freight earnings per average mile of road.....		6,878	35	
Freight earnings per train mile.....		2	32	554
Total traffic:				
Gross earnings from operation.....		22,301,764	04	
Gross earnings from operation per average mile of road		13,731	36	
Gross earnings from operation per train mile		1	67	820
Operating expenses		15,569,626	69	
Operating expenses per average mile of road ..		8,868	19	
Operating expenses per train mile		1	17	161
Income from operation		6,732,137	35	
Income from operation per average mile of road.....		5,843	16	
Car mileage, etc:				
Mileage of passenger cars	33,828,510			
Average number of passengers cars in train.....	4.17			
Mileage of loaded freight cars—north or east.....				
Mileage of loaded freight cars—south or west.....				
Mileage of empty freight cars—north or east.....	96,698,975			
Mileage of empty freight cars—south or west.....				
Average number of freight cars in train	18.70			
Average mileage operated during year	1,751.72			
Train mileage:				
Mileage of revenue passenger trains	8,067,943			
Mileage of revenue mixed trains	159,985			
Mileage of revenue freight trains.....	5,061,151			
Total revenue train mileage..	13,289,079			
Mileage of nonrevenue trains	5,123,483			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, whole tons—5,133,976; freight received from connecting roads and other carriers, whole tons—7,292,566; total freight tonnage, whole tons—12,426,571.

DESCRIPTION OF EQUIPMENT.

OWNED BY BOSTON & MAINE R. R. AND LEASED LINES.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger	5	294	278	Westinghouse.		
Freight	10	251	242	Westinghouse.		
Switching	8	149	149	Westinghouse.		
Total locomotives in service.	23	694	669	Westinghouse.		
Total locomotives owned	23	694	669	Westinghouse.		
Cars—owned and leased:						
In passenger service—						
First-class cars	4	821	821	Westinghouse ..	757	Miller.
					26	National.
					30	Janney.
Combination cars	8	172	172	Westinghouse ..	161	Miller.
					10	National.
					1	Janney.
Parlor cars	8	8	8	Westinghouse ..	3	Miller.
					1	National.
					4	Janney.
Baggage, express and postal cars	5	216	216	Westinghouse	*216	
Electric cars—passenger	12	12	5	Christianson.		
Total	29	1229	1222		1209	
In freight service—						
Box cars	\$65	4401	2734	Westinghouse	† 4376	
Flat cars	293	4358	2496	Westinghouse	† 4358	
Stock cars	27	83	60	Westinghouse ..	80	Gould.
Coal cars	\$70	3031	774	Westinghouse ....	||1167	
Refrigerator cars		30	30	Westinghouse	30	Gould.
Other cars in freight service:						
Logging trucks, basis 8 wheels.	\$6	67				
Total	179	11970	6094	Westinghouse	10014	
In company's service—						
Officers' and pay cars	5	5	5	Westinghouse	5	National.
Air brake instruction cars	1	1	1	Westinghouse	1	Miller.
Derrick cars	6	51	23	Westinghouse ..	39	Gould.
Caboose cars	8	260	94	Westinghouse	1	Trojan.
Other road cars	19	194	83	Westinghouse ..	260	Gould.
Snow plows	10	72	37	Westinghouse	188	
					2	Gould.
Total	43	583	243	Westinghouse	496	
Total cars in service	251	13782	7559		11719	
Total cars owned	251	13782	7559		11719	
Cars contributed to fast freight line service	\$3	408	299		**408	

* 190 Miller, 14 National, 9 Janney, 3 Gould. † 4131 Gould, 150 Trojan, 35 Janney, 26 Thurmond, 1 Tower, 12 Burns, 2 Norton, 11 National, 6 Drexel. ‡ 4163 Gould, 163 Trojan, 11 Janney, 5 Thurmond, 3 Hinson, 1 Tower, 6 Burns, 2 Norton, 6 Dowling, 6 National. || 1158 Gould, 6 Trojan, 2 Hinson, 1 National. ¶ 184 Gould, 2 Janney, 1 Trojan, 1 Miller. ** 2 Tower, 381 Gould, 1 National, 17 Trojan, 2 Thurmond.
 § Decrease.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track....	350.83	168.67	1,260.38	7.16	1,787.04	16.47	3.94	* 1775.94
Miles of second track ...	137.39	29.21	153.09	.....	319.69	.....	.....	319.69
Miles of third track	2.29	.....	2.15	.....	4.44	.....	.....	4.44
Miles of yard track and sidings	231.03	69.78	577.48	.....	878.29	.88	216.61	661.68
Total mileage operated..	721.54	267.66	1,998.10	7.16	2,998.46	17.35	220.55	2761.75

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Massachusetts	78.01	90.83	373.75	4.21	546.80	.....	1.16	*541.43
New Hampshire	124.28	73.45	735.42	.....	933.15	16.47	....	933.15
Maine	148.54	4.39	4.50	.....	157.43	.....	2.78	154.65
Vermont .....	.....	.....	111.25	.....	111.25	.....	.....	111.25
Canada .....	.....	.....	35.46	2.96	38.41	.....	..	35.46
Total mileage operated..	350.83	168.67	1,260.38	7.16	1,787.04	16.47	3.94	1775.94

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Massachusetts	78.01	90.83	168.84	.....	1.16	167.68
New Hampshire	124.28	73.45	197.73	16.47	.....	197.73
Maine	148.54	4.39	152.93	...	2.78	150.15
Total mileage owned	350.83	168.67	519.50	16.47	3.94	515.56

* Trackage rights not included.

MILEAGE OF ROAD OPERATED IN MAINE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	148.54	4.39	4.50	157.43	2.78	154.65
Miles of second track.....	19.82	.....	.....	19.82	.....	19.82
Miles of yard track and sidings	68.91	.....	90	69.81	18.48	51.33
Total mileage operated (all tracks)	337.07	4.39	5.40	247.06	21.26	225.80

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES.

State of Maine.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Total mileage owned (sin- gle track).....	148.54	4.39	152.93	.....	2.78	150.15

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel:				Cedar.....	31,087	36c.
New	86	75 to 85	\$23 09	Chestnut	9,116	42c.
Second hand	432	67 to 75	18 47	Oak	1,109	35c.
Total steel	518	.....	\$20 62	Pine.....	83	41c.
				Hemlock	531	23c.
				Switch	2,635	90c.
				Total	44,311	41c.

CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

Locomotives.	COAL—tons.		COKE.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.				
Passenger. ....	....	302,355	46,038	248,444	8,866,360	59.39
Freight .....	....	222,174	.....	222,174	5,731,294	77.67
Switching.	568	54,068	46,078	100,738	3,827,212	53.64
Construction .....	....	13,807	.....	13,807	497,796	55.45
Total.....	568	492,404	92,167	585,164	18,412,562	63.56
Average cost at distributing point.....	4 80	\$3 40	\$3 40			

ACCIDENTS TO PERSONS—STATE OF MAINE.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....
Falling from trains and engines.....
Overhead obstructions.....
Collisions.....
Derailments.....
Other causes.....
Total.....

Kind of Accident.	OTHERS.							
	PASSENGERS.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings.....	.....	.....	.....	.....	.....	.....	.....	.....
At stations.....	.....	.....	.....	.....	.....	.....	.....	.....
Other causes.....	1	.....	5	.....	.....	.....	6	.....
Total.....	1	.....	5	.....	.....	.....	6	.....

PASSENGERS.

July 23, 1899—At Saco, Peter Wright jumped from moving train and was killed.

OTHERS—TRESPASSING.

July 21, 1899—At North Berwick, E. Day was struck by engine, on crossing, and fatally injured.

September 20, 1899—At Saco, H. Armstrong, while attempting to steal a ride on freight train, fell and was killed.

April 24, 1900—At Scarboro, M. C. car 147 caught fire and body of a supposed tramp was found burned to a crisp.

June 7, 1900—At Portland, Edward McBride, while stealing a ride, fell from car and was fatally injured.

June 22, 1900—At Portland, Winslow Bowers, in attempting to cross track between cars while in motion, was run over and fatally injured.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. Ft. In.	Minimum length. Ft. In.	Maximum length. Ft. In.	Item.	Number.	Height of Ft. lowest above surface of In. rail.
Bridges:					Overhead Highway Crossings:		
Stone ...	14	378.3	10.00	68.00	Bridges	24	14.84
Iron	34	2710.11	11.00	592.8	Conduits	1	15.00
Wooden	4	270.11	13.00	164.6	Trestles	14	14.8
Total..	52	3359.1			Total	39	
Trestles ..	8	4480.5	71.00	1402.4	Overhead Railway Crossings:		

Gauge of track, 4 feet, 8½ inches—105.45 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
145.68	1,019.97	Western Union Telegraph Co.	Western Union Telegraph Co.

Report of the Bridgton and Saco River Railroad Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report. Bridgton and Saco River Railroad Company.

Date of organization. July, 1881.

Under laws of what government, state or territory organized. General laws of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Wm. F. Perry.....	Bridgton, Me	November, 1900.
Albion H. Burnham.....	Bridgton, Me	November, 1900.
Jos. A. Bennett.....	Bridgton, Me	November, 1900.
Samuel S. Fuller	Bridgton, Me	November, 1900.
Chas. E. Fessenden	Bridgton, Me	November, 1900.
Albert A. Ingalls.....	South Bridgton, Me	November, 1900.
Almon Young	Hiram, Me.	November, 1900.

Total number of stockholders at date of last election, 87.

Date of last meeting of stockholders for election of directors, November 15, 1899.

Post office address of general office, Bridgton, Me.

Post office address of operating office, Bridgton, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	William F. Perry.....	Bridgton, Me.
President	William F. Perry.....	Bridgton, Me.
Secretary	Joseph A. Bennett	Bridgton, Me.
Treasurer	Perley P. Burnham.....	Bridgton, Me.
Attorney, or General Counsel...	Augustus H. Walker	Bridgton, Me.
General Manager	Joseph A. Bennett	Bridgton, Me.
General Freight Agent	Joseph A. Bennett	Bridgton, Me.
General Passenger Agent	Joseph A. Bennett	Bridgton, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Bridgton & Saco River R. R. Co..	Harrison	Bridgton Junct. ...	21.25	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	2,200	\$50	\$110,000	\$101,950 00	4%	\$4,078 00
Manner of Payment for Capital Stock.		Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.	
Issued for cash: common .....		.....	.....	2,029	\$101,950 00	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mort.	1883.	1902.	\$80,000	\$80,000	\$12,100	\$80,000	6	Mar. & Sep.	\$725 00	\$725 00
2d mort.	1884.	1904.	80,000	26,500	1,100	26,500	6	Mar. & Sep.	65 00	65 00
Consol ..	1888.	1928.	125,000	121,500	121,500	121,500	4	June & Dec	4,000 00	4,000 00
Total..	.....	.....	\$245,000	\$228,000	\$134,700	\$238,000			\$5,623 00	\$5,623 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$228,000 00	\$134,700 00	\$5,652 00	\$5,652 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash.....	\$4,518 42	Loans and bills payable.....	\$8,000 00
Due from solvent companies and individuals.	21 16	Audited vouchers and ac- counts.....	668 68
Other cash assets (excluding "materials and supplies")*	499 40	Wages and salaries.....	1,471 28
Total—cash and current assets	\$5,038 98	Net traffic balances due to other companies.....	908 40
Balance—current liabilities..	6,311 38	Miscellaneous	300 00
Total.	\$11,350 36	Total—current liabilities.	\$11,350 36

* Materials and supplies on hand, \$691.44.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$101,860 00	.....	.....	21.25	\$4,797 64
Bonds	134,700 00	.....	.....	.....	6,338 82
Total	\$236,560 00	.....	.....	.....	\$11,136 46

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating ex- penses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction	\$216,366 70	\$216,366 70	
Equipment:						
Locomotives.	35,014 00	35,014 00	
Freight cars	\$1,448 97	.....	1,448 97	
Total equipment	\$1,448 97	\$35,014 00	\$ 36,462 97	\$ 1,715 35
Total construction	216,366 70	10,151 96
Grand total cost construction, equipment, etc	\$252,829 67	\$11,897 91

INCOME ACCOUNT.

Gross earnings from operation	\$40,082 82	
Less operating expenses	26,276 46	
Income from operation		\$13,806 36
Miscellaneous income—less expenses		585 80
Total income.		\$14,292 16
Deductions from income:		
Interest on funded debt accrued	\$5,652 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	460 57	
Taxes	226 02	
Total deductions from income		6,338 59
Net income		\$7,953 57
Dividends 4 per cent, common stock		4,078 00
Surplus from operations of year ending June 30, 1900.		\$3,785 57
Surplus on June 30, 1899.....		13,169 53
		16,955 10
Deductions for year		8,894 36
Surplus on June 30, 1900....		\$8,060 74

Under "Deductions for the year" premium of \$7,108.79 accrued in the exchange of \$94,300 0% first and second mortgage bonds for new 4s on 4% basis.

"General balance sheet" \$1,785.57 carried to equipment and permanent improvement account.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Total passenger revenue			\$12,378 18
Mail	\$1,070 26		
Express	8,737 70		
Extra baggage and storage	190 62		4,968 68
Total passenger earnings			\$17,366 76
Freight:			
Total freight earnings			\$23,816 08
Total passenger and freight earnings			\$40,083 83

MISCELLANEOUS INCOME.

Item.	Gross income.	Less ex- penses.	Net mis- cellane- ous income.
Interest on bank deposits, etc	\$115 67		
Bridgton Telegraph Company	180 00		
Rent of derrick	51 00		
Material sold	45 38		
Labor, N. E. Telephone Company	3 75		
Total	\$395 80		

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$5,747 05
Renewals of ties.....	684 76
Repairs and renewals of bridges and culverts.....	116 47
Repairs and renewals of fences, road crossings, signs and cattle guards.....	205 53
Repairs and renewals of buildings and fixtures.....	486 75
Repairs and renewals of telegraph.....	5 06
Total	\$7,208 22
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,463 75
Repairs and renewals of passenger cars.....	785 23
Repairs and renewals of freight cars.....	1,008 50
Repairs and renewals of shop machinery and tools.....	21 85
Total	\$3,279 51
Conducting transportation:	
Engine and roundhouse men.....	\$3,101 18
Fuel for locomotives.....	2,050 33
Water supply for locomotives.....	37 36
Oil, tallow, and waste for locomotives.....	177 91
Other supplies for locomotives.....	45 26
Train service.....	1,779 55
Train supplies and expenses.....	139 13
Switchmen, flagmen and watchmen.....	256 83
Telegraph expenses.....	10 53
Station service.....	6,338 57
Station supplies.....	849 09
Loss and damage.....	60 94
Advertising.....	184 29
Stationery and printing.....	266 64
Total	\$14,477 00
General expenses:	
Salaries of general officers.....	\$1,017 50
General office expenses and supplies.....	95 90
Insurance.....	169 20
Law expenses.....	35 43
Total	\$1,311 13
Recapitulation of expenses:	
Maintenance of way and structures.....	\$7,208 22
Maintenance of equipment.....	3,279 51
Conducting transportation.....	14,477 00
General expenses.....	1,311 13
Grand total.....	\$26,276 46

Percentage of expenses to earnings—65 1/2%.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$216,366 70	Cost of road.....	\$216,366 70			
	35,014 00	Cost of equipment	36,462 97	.....	\$1,448 97	
	11,497 82	Cash and current assets	5,084 98	.. ..	.....	\$6,458 84
	382 22	Other assets: Materials and supplies	691 44	.. ..	309 22	
	\$263,260 74	Grand total.....	\$258,560 09	.....	\$1,758 19	\$6,458 84
		LIABILITIES.				
	\$101,950 00	Capital stock.....		\$101,950 00		
	134,700 00	Funded debt ..		134,700 00		
	12,726 47	Current liabilities		11,350 36	.....	\$1,376 11
	714 74	Accrued interest on funded debt not yet payable.		718 42	.....	1 32
		Equipment and permanent improvement account		1,785 57	\$1,785 57	
	13,169 53	Profit and loss....		8,060 74	.....	5,108 79
	\$263,260 74	Grand total ...		\$258,560 09	\$1,785 57	\$6,486 22

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
1st and 2d mortgage bonds..	Bridgton... ..	Bridgton Junct..	16.	} 6,352 94
Consolidated 4% bonds.....	Harrison	Bridgton Junct..	21.25	

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	634	\$1,022 50	\$1 61
Station agents.....	7	2,189	3,383 25	1 08
Other station men	9	2,754	3,970 05	1 44
Enginemen	2	570	1,283 82	2 25
Firemen	2	538	826 26	1 53
Conductors	1	373	576 00	1 54
Other trainmen	3	847	1,211 40	1 43
Machinists	1	323	845 56	2 62
Other shopmen	2	441	681 06	1 54
Section foremen	4	1,285	1,957 86	1 54
Other trackmen.....	8	2,480	3,100 18	1 25
Switchmen, flagmen, and watchmen.....	2	730	566 83	1 31
Total (including "general officers")	43	13,144	\$18,817 77	\$1 43
Less "general officers"	2	634	1,022 50	
Total (excluding "general officers").....	41	12,510	\$17,795 27	
Distribution of above:				
General administration	2	634	1,022 50	\$1 62
Maintenance of way and structures	12	3,745	5,058 04	1 35
Maintenance of equipment.....	3	764	1,528 62	2 00
Conducting transportation	26	8,001	11,207 61	1 40

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	19,119			
Number of passengers carried one mile.....	266,728			
Number of passengers carried one mile per mile of road.....	12,552			
Average distance carried, miles	13.26			
Total passenger revenue.....		12,278	18	
Average amount received from each passenger.....			64	272
Average receipts per passenger per mile			04	607
Total passenger earnings		17,266	76	
Passenger earnings per mile of road.....		812	65	341
Freight traffic:				
Number of tons carried of freight earning revenue	24,619			
Number of tons carried one mile.....	280,926			
Number of tons carried one mile per mile of road.....	17,926			
Average distance haul of one ton, miles	15.47			
Total freight revenue		22,816	06	
Average amount received for each ton of freight.....			92	717
Average receipts per ton per mile			05	969
Total freight earnings.....		22,816	06	
Freight earnings per mile of road.....		1,061	98	176
Total traffic:				
Gross earnings from operation.....		40,062	82	1
Gross earnings from operation per mile of road		1,896	25	04
Operating expenses		26,376	46	
Operating expenses per mile of road		1,226	68	929
Income from operation.....		13,506	36	
Income from operation per mile of road.....		649	71	106
Car mileage, etc:				
Average mileage operated during year	21.25			
Train mileage:				
Mileage of revenue mixed trains	33,411			
Total revenue train mileage.....	33,411			
Mileage of nonrevenue trains	4,710			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger		3	3	Eames.		
Total locomotives in service.		3	3			
Cars—owned and leased:						
In passenger service—						
First-class cars		2	2	Eames	2	Miller.
Second-class cars		1				
Baggage, express and postal cars		1	1	Eames	1	Miller.
Total.		4	3		3	
In freight service—						
Box cars		14				
Flat cars		28				
Total		87				
Total cars in service		41				

MILEAGE OF ROAD OPERATED IN MAINE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	21.25					21.25
Miles of yard track and sidings		1.50				1.50
Total mileage operated (all tracks)	21.25	1.50				22.75

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar.	3,586	13c.
Hackmatack.....	873	10c.
Hemlock.....	184	13c.
Total	4,643	13c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Mixed trains	612					
Total.....	612					
Average cost at distributing point..	\$3.35					

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. Ft. In.	Minimum length. Ft. In.	Maximum length. Ft. In.	Item.	Number.	Height of lowest above surface of rail. Ft. In.
Bridges:					Overhead Highway Crossings:		
Iron.....	1	50					
Wooden.	12	354.5	7.7	61			
Total..	13	404.5			Overhead Railway Crossings:		
Trestles ..	3	712.5	112.5	350			

Gauge of track, 2 feet-21.25 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
16	32	Bridgton Telegraph Company...	Western Union Telegraph Co.

Report of the Canadian Pacific Railway Company for the Year Ending June 30, 1900.

[International Railway of Maine.]

HISTORY.

Name of common carrier making this report. International Railway of Maine, Houlton Branch Railroad of Maine and Aroostook River Railroad of Maine.

Date of organization. 1881.

Under laws of what government, state or territory organized. Under laws of Maine.

What carrier operates this company? The Canadian Pacific Railway Company.

ORGANIZATION.

CANADIAN PACIFIC RAILWAY COMPANY, OPERATING LINES IN MAINE.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Rt. Hon. Lord Strathcona and Mount Royal	Montreal	October, 1901.
Sir Wm. C. Van Horne, K.C.M.G.	Montreal	October, 1901.
Mr. R. B. Angus	Montreal	October, 1901.
Mr. T. G. Shaughnessy	Montreal	October, 1901.
Mr. E. B. Osler	Toronto	October, 1901.
Sir Sandford Fleming, K. C. M. G.	Ottawa	October, 1901.
Mr. Geo. R. Harris	Boston	October, 1901.
Mr. Wilnot D. Matthews	Toronto	October, 1901.
Hon. Donald McInnes	Hamilton	October, 1901.
Mr. Thomas Skinner	New York	October, 1901.
Gen'l Samuel Thomas	New York	October, 1901.
Mr. John W. Mackay	New York	October, 1901.
Mr. C. E. Hosmer	Montreal	October, 1901.

Total number of stockholders at date of last election: International Railway of Maine, 18; Aroostook River Railroad of Maine, 15; Houlton Branch Railroad of Maine, 22.

Post office address of general office, Canadian Pacific Railway, Montreal, P. Q.

Post office address of operating office, Montreal, P. Q.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Sir Wm. C. Van Horne ..	Montreal.
President	Mr. Thos. G. Shaughnessy ..	Montreal.
Second Vice-President	Mr. D. McNicoll	Montreal.
Secretary and Asst. to President	Mr. C. Drinkwater	Montreal.
Chief Solicitor	Mr. G. M. Clark	Montreal.
Comptroller	Mr. I. G. Ogden	Montreal.
General Auditor	Mr. H. L. Penny	Montreal.
General Manager	Mr. D. McNicoll	Montreal.
Chief Engineer	Mr. P. A. Peterson	Montreal.
Manager of line east of Fort William	Mr. Thos. Tait	Montreal.
General Superintendent	Mr. H. P. Timmerman ..	St. John, N. B.
Manager of Telegraphs	Mr. James Kent	Montreal.
Freight Traffic Manager	Mr. G. M. Bosworth	Montreal.
Passenger Traffic Manager	Mr. Robert Kerr	Montreal.
General Passenger Agent	Mr. C. E. E. Usher	Montreal.
General Baggage Agent	Mr. R. H. Morris	Montreal.
Superintendent S. D. & P. cars	Mr. J. A. Sheffield	Montreal.
Superintendent of car service ..	Mr. G. S. Cantile	Montreal.
Land Commissioner	Mr. L. A. Hamilton	Winnipeg.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From--	To--		
International Railway of Maine.	Boundary	Mattawamkeag ..	144.5	
Houlton Branch R. R. of Maine ..	Boundary	Houlton	8.	
Aroostook River R. R. of Maine..	Boundary	Presque Isle	28.2	
				178.7
Maine Central Railroad.....	Mattawamkeag ..	Vanceboro	56.1	
Total				233.8

The International Railway of Maine was sold to the Atlantic and Northwestern Railway December 8, 1886. The Atlantic and Northwestern Railway leased August 1, 1888, to Ontario and Quebec Railway, which railway is leased to the Canadian Pacific Railway in perpetuity.

The Houlton Branch Railroad of Maine and the Aroostook River Railroad of Maine are leased to the New Brunswick Railway Company, which railway is leased to the Canadian Pacific Railway for 990 years, from July, 1890.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common						
International Railway of Maine, Atlantic and Northwestern Railway 5% guaranteed stock lien on this road		\$100	\$1,445,000	\$1,445,000		
Houlton Branch Railroad of Maine			28,000	28,000		
Aroostook River Railroad of Maine			800,000	800,000		
Total			\$2,273,000	\$2,273,000		

FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
International Railway of Maine, Atlantic and North Western Railway first mortgage bonds—lien on this road	1887	1887	\$2,880,000	\$2,880,000	\$2,880,000	.....	5	January & July	\$144,500 \$115,500	\$29,000
Aroostook River Railroad in Maine, New Brunswick Railway first mortgage bonds proportion .....	.....	.....	600,000	600,000	600,000	.....	5	Feb. & Aug.	30,000	30,000
Houlton Branch Railroad first mortgage bonds .....	.....	.....	24,000	24,000	24,000	.....	6	January & July	1,440	1,440
Grand total .....	.....	.....	\$3,514,000	\$3,514,000	\$3,514,000	.....	.....	.....	\$60,440	\$60,440

* Less \$115,500, proportion of subsidy paid by Dominion Government.

EQUIPMENT TRUST OBLIGATIONS.

GENERAL STATEMENT.

Series or other designation.	Date of issue.	Term.	Number of payments.	Equipment covered.
International Railway of Maine, Series "N"	Sept. 5, 1897.....	10 years.....	20	500 box cars.

STATEMENT OF AMOUNT.

Series or other designation.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS —PRINCIPAL.		DEFERRED PAYMENTS —INTEREST.			
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Series "N".....	\$43,000	\$180,000	\$144,797 15	\$64,781 20	\$38,788 75	\$9,743 99	\$9,743 99

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$3,514,000 00	\$3,514,000 00	\$60,440 00	\$60,440 00
Equipment trust obligations, principal and interest	180,000 00	144,797 15	9,743 99	9,743 99
Total	\$3,694,000 00	\$3,658,797 15	\$70,183 99	\$70,183 99

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$2,278,000 00	\$2,278,000 00	.....	178.7	\$12,863 61
Bonds	3,514,000 00	3,514,000 00	.....	178.7	19,886 81
Equipment trust obligations	144,797 15	144,797 15	.....	144.5	1,002 06
Total	\$5,936,797 15	\$5,936,797 15			

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
International R'y of Maine .	\$1,445,000 00	\$3,034,797 15	\$4,479,797 15	144.5	\$31,002 06
Houlton Branch R. R. of Me..	28,000 00	24,000 00	52,000 00	3.0	17,333 33
Aroostook River R. R. of Me.	800,000 00	800,000 00	1,600,000 00	29.2	47,945 00
Total	\$2,273,000 00	\$3,858,797 15	\$6,131,797 15		

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating ex- penses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction:						
Engineering			\$512 69			
Grading			11,448 42			
Bridges, trestles and cul- verts.....			865 04			
Rails.....			2,837 40			
Ballast			4,713 37			
Fencing right of way.....			485 08			
Crossings, cattle guards, and signs			2,069 38			
Station buildings and fixtures			302 58			
Shops, roundhouses and turntables			2,219 63			
Shop machinery and tools.....			1,835 44			
Storage warehouses.....			300 00			
Interest and discount....			1,610 10			
Total construction			\$29,342 83	\$6,471,247 01	\$6,500,569 94	\$36,788 85
Equipment:						
Locomotives.....				\$35,000 00	\$35,000 00	\$481 04
Freight cars.....			\$14,734 13	313,468 72	328,202 85	1,857 40
Total equipment			\$14,734 13	\$348,468 72	\$413,202 85	\$2,338 44
Total construction			29,342 83	6,471,247 01	6,500,569 94	36,788 85
Grand total cost construc- tion, equipment, etc			\$44,077 06	\$6,869,715 73	\$6,913,792 79	\$39,127 29

INCOME ACCOUNT.

Gross earnings from operation.....	\$516,300 46	
Less operating expenses.....	489,276 39	
• Income from operation	\$27,024 07	
Total income		\$27,024 07
Deductions from income:		
Interest on funded debt accrued	\$70,183 99	
Rents paid for lease of road.	1,680 00	
Taxes	8,249 13	
Total deductions from income		80,113 12
Deficit from operations of year ending June 30, 1900, paid by Canadian Pacific Railway.....		\$ 53,089 05
Deficit on June 30, 1899.....		137,298 93
Deficit on June 30, 1900.....		\$190,387 98

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger revenue.....			\$76,764 02
Mail			29,155 82
Express			12,040 56
Other items.....			10,783 42
Total passenger earnings.....			\$128,743 82
Freight earnings			384,308 85
Total passenger and freight earnings...			\$513,052 67
Other earnings from operation:			
Other sources.....			2,642 79
Total gross earnings from operation....			\$516,300 46

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$71,233 61
Renewals of rails.....	2,964 53
Renewals of ties.....	6,173 11
Repairs and renewals of bridges and culverts.....	4,405 40
Repairs and renewals of fences, road crossings, signs and cattle guards.....	1,493 98
Repairs and renewals of buildings and fixtures.....	8,054 43
Repairs and renewals of telegraph.....	527 27
Total	\$94,852 33
Maintenance of equipment:	
Superintendence.....	\$21,105 32
Repairs and renewals of locomotives.....	20,023 58
Repairs and renewals of passenger cars.....	25,571 77
Repairs and renewals of shop machinery and tools.....	1,201 48
Other expenses.....	1,243 56
Total	\$69,145 71
Conducting transportation:	
Superintendence.....	\$1,409 23
Engine and roundhouse men.....	43,200 12
Fuel for locomotives.....	64,693 43
Water supply for locomotives.....	8,287 20
Oil, tallow and waste for locomotives.....	1,893 33
Train service.....	49,687 25
Train supplies and expenses.....	12,408 62
Telegraph expenses.....	9,970 55
Station service.....	21,037 42
Station supplies.....	3,566 60
Car mileage—balance.....	10,342 97
Loss and damage.....	1,015 96
Injuries to persons.....	1,452 49
Clearing wrecks.....	1,473 43
Advertising.....	8,778 96
Outside agencies.....	6,491 20
Stock yards and elevators.....	203 88
Rents for tracks, yards and terminals.....	23,800 00
Rents of buildings and other property.....	866 57
Other expenses.....	2,014 86
Total	\$272,582 53
General expenses:	
Salaries of general officers.....	\$18,986 40
Salaries of clerks and attendants.....	18,154 35
General office expenses and supplies.....	8,573 22
Insurance.....	1,163 50
Stationery and printing (general offices).....	1,962 40
Other expenses.....	2,906 96
Total	\$52,685 82
Operating expenses—State of Maine:	
Maintenance of way and structures.....	\$94,852 33
Maintenance of equipment.....	69,145 71
Conducting transportation.....	272,582 53
General expenses.....	52,685 82
Total	\$489,276 39

Percentage of expenses to earnings—Maine, 86.44.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Houlton Branch Railroad of Maine.....	\$1,680 00	... ..	\$1,680 00

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Maine Central R. R. tracks.....	Mattawamkeag and Vanceboro	Maine Central R. R....	\$23,800 00	\$23,800 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$6,471,247 01	Cost of road... ..		\$6,500,589 94	\$29,342 93	
	898,468 72	Cost of equipment.....		413,202 85	14,734 13	
	159,531 28	Roll'g sto'k leases.....		144,797 15	.....	\$14,734 13
	\$7,029,247 01	Grand total		\$7,058,589 94	\$29,342 93	
		LIABILITIES.				
	\$2,273,000 00	Capital stock		\$2,273,000 00		
	3,514,000 00	Funded debt.....		3,514,000 00		
	159,531 28	Equipment trust obligations.....		144,797 15	.....	\$14,734 13
	1,082,715 73	Am't included by Can. Pac. Ry. in cost of road C. P. Ry		1,126,782 79	\$44,077 06	
	\$7,029,247 01	Grand total.....		\$7,058,589 94	\$29,342 93	

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of road.
	From—	To—	Miles.	
International R'y of Maine: A. & N. W. R'y first mort. lien, on this road	Boundary	Mattawamkeag..	144.5	\$20,000
Aroostook River Railroad of Maine: N. B. R'y first mort. (pro- portion)	Boundary	Presque Isle	29.2	20,548
Houlton Branch Railroad of Maine	Boundary	Houlton	3	8,000

All equipment, income and securities mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	10	3,130	\$17,000 00	\$5 43
General office clerks	20	6,260	15,000 00	2 40
Station agents	16	3,434	6,280 70	1 81
Other station men	5	2,960	3,504 32	1 19
Enginemen	26	7,005	26,015 38	3 71
Firemen	29	7,005	15,027 03	2 15
Conductors	14	8,317	22,162 74	2 66
Other trainmen	46	6,356	26,810 62	1 64
Machinists	1	141	254 20	2 02
Carpenters	2	590	1,145 43	1 94
Other shopmen	29	6,925	11,351 34	1 64
Section foremen	32	9,359	17,344 75	1 74
Other trackmen	117	24,023	30,554 19	1 27
Switchmen, flagmen, and watchmen	1	82	46 00	1 44
Telegraph operators and dispatchers	11	3,772	7,200 00	1 81
All other employees and laborers	21	5,798	10,533 72	1 82
Total (including "general officers")	379	105,697	\$210,210 42	\$1 99
Less "general officers"	10	3,130	17,000 00	5 43
Total (excluding "general officers")	369	102,567	\$193,210 42	\$1 88
Distribution of above:				
General administration	31	9,699	\$32,600 00	\$3 36
Maintenance of way and structures	162	36,861	53,746 26	1 46
Maintenance of equipment	32	7,656	12,780 87	1 67
Conducting transportation	154	51,481	111,083 19	2 16

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passenger trains, etc. car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	79,472			
Number of passengers carried one mile.....	5,418,576			
Number of passengers carried one mile per mile of road.....	23,276			
Average distance carried, miles.....	68.18			
Total passenger revenue.....		76,764	02	
Average amount received from each passenger.....			86	592
Average receipts per passenger per mile.....			01	417
Total passenger earnings.....		129,333	82	
Passenger earnings per mile of road.....			555	64
Passenger earnings per train mile.....				73 316
Freight traffic:				
Number of tons carried of freight earning revenue....	454,188			
Number of tons carried one mile.....	82,574,896			
Number of tons carried one mile per mile of road....	353,887			
Average distance haul of one ton, miles.....	181.37			
Total freight revenue.....		384,303	85	
Average amount received for each ton of freight...			84	618
Average receipts per ton per mile.....			00	467
Total freight earnings.....		384,303	85	
Freight earnings per mile of road.....			1,650	79
Freight earnings per train mile.....				82 181
Total traffic:				
Gross earnings from operation.....		516,800	46	
Gross earnings from operation per mile of road.....			2,217	78
Gross earnings from operation per train mile....				30 163
Operating expenses.....		480,276	39	
Operating expenses per mile of road.....			2,101	70
Operating expenses per train mile.....				75 967
Income from operation.....		27,024	07	
Income from operation per mile of road.....				116 08
Car mileage, etc.:				
Average number of passengers in train.....	31			
Mileage of loaded freight cars—north or west.....	1,331,333			
Mileage of loaded freight cars—south or east.....	3,515,573			
Mileage of empty freight cars—north or west.....	2,029,394			
Mileage of empty freight cars—south or east.....	39,882			
Average number of freight cars in train.....	14.79			
Average number of loaded cars in train.....	10.36			
Average number of empty cars in train.....	4.42			
Average number of tons of freight in train.....	176.15			
Average number of tons of freight in each loaded car.	17.00			
Average mileage operated during the year.....	232.8			
Train mileage:				
Mileage of revenue passenger trains.....	149,400			
Mileage of revenue mixed trains.....	81,100			
Mileage of revenue freight trains.....	413,566			
Total revenue train mileage.....	644,066			
Mileage of nonrevenue trains.....	9,421			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road—whole tons.	Freight received from connecting roads and other carriers—whole tons.	Total freight tonnage—whole tons.
Total tonnage.	6,635	447,553	454,188

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Freight	10	10	10	Westinghouse	10	Trojan.
Total locomotives in service.	10	10	10	Westinghouse	10	Trojan.
Total locomotives owned	10	10	10	Westinghouse	10	Trojan.
Cars owned and leased:						
In freight service—						
Box cars	1000	1000	1000	Westinghouse	1000	Trojan.
Total	1000	1000	1000	Westinghouse	1000	Trojan.
In company's service—						
Other road cars	6	6	6	. . . . .	6	Trojan.
Total cars in service	1006	1006	1006	. . . . .	1006	. . . . .
Less cars leased	45	325	325	Westinghouse	325	Trojan.
Total cars owned	45	681	675	. . . . .	681	. . . . .

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS.)

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track....	176.70	.....	.....	56.10	232.80	.....	.....	176.70
Miles of yard track and sidings	17.36	.....	.....	.....	17.36	.....	3.76	13.60
Total mileage operated (all tracks).....	194.06	.....	.....	56.10	250.16	.....	3.76	190.30

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK.)

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine	176.70	.....	176.70	.....	.....	176.70

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	21 56	\$25 00	Cedar	5,813	25c.
	115 73	31 25	Cedar	5,413	20c.
			Hemlock	11,403	20c.
Total steel.....	136	\$28 12½	Total	22,629	21 ¾c

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.		5,474	.....	13	5,490.50	195,168	56.16
Freight.		15,782	.....	32	15,796.00	482,351	65.50
Switching.		1,810	.....	5	1,812.50	73,776	49.14
Construction.		393	.....	1	393.50	16,084	49.09
Total.		23,459	.....	51	23,484.50	767,329	61.21
Average cost at distributing point.		\$2.76	.....	.75			

ACCIDENTS TO PERSONS—STATE OF MAINE.

Kind of Accident.	EMPLOYEES.							
	Trammen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.	4	.....	.....	.....	.....	.....	4
Other train accidents.	1	.....	.....	.....	.....	.....	1
Other causes.	2	.....	.....	.....	1	.....	3
Total.	7	.....	.....	.....	1	.....	8

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
		Ft.	In.	Ft.	In.			
Bridges:						Overhead Highway Crossings:		
Iron.....	17	4,220		33	1,207			
Wooden.	8	88		10	16			
Combination	2	613		261	552	Overhead Railway Crossings:		
Total..	27	5,131				Bridges	1	
Trestles ..	31	2,162		31	256			

Gauge of track, 4 feet, 8½ inches—176.70 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY THIS COMPANY.		Name of Operating Company.
		Miles of line.	Miles of wire.	
3	6	3	6	

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
200	856	Postal Telegraph Company	Canadian Pacific Railway Co.
29	58	Western Union Telegraph Co.	Western Union Telegraph Co.
12	12	Northern Telegraph Company	Northern Telegraph Co.

Report of the Franklin and Megantic Railway Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report. Franklin and Megantic Railway Company.

Date of organization. June 3, 1897.

Under laws of what government, state or territory organized. State of Maine.

Formed by bondholders of the Franklin and Megantic Railroad Company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Franklin and Megantic Railroad Company. Formation of new corporation by bondholders authorized by Revised Statutes of Maine, Chapter 51, as amended by Laws of 1888, Chapter 166. This railroad is operated by the new corporation, pending foreclosure.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Josiah S. Maxcy.....	Gardiner, Me.	.
Philip H. Winslow.....	Gardiner, Me.	.
A. S. Hall	Brunswick, Me.	.

Total number of stockholders at date of last election, 4.

Date of last meeting of stockholders for election of directors, July 12, 1899.

Post office address of general office, Gardiner, Me.

Post office address of operating office, Gardiner, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Josiah S. Maxcy.....	Gardiner, Me.
President	Josiah S. Maxcy.....	Gardiner, Me.
Treasurer	P. H. Winslow	Gardiner, Me.
Attorney, or General Counsel...	L. C. Cornish.....	Augusta, Me.
General Manager ..	Josiah S. Maxcy.....	Gardiner, Me.
General Superintendent.....	George M. Vose..	Kingfield, Me.
General Freight Agent .	George M. Vose	Kingfield, Me.
General Passenger Agent.....	P. H. Winslow	Gardiner, Me.
General Ticket Agent.....	P. H. Winslow	Gardiner, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From--	To--	
Franklin & Megantic Railway ...	Strong.....	Kingfield.....	15.00
Kingfield & Dead River Railway.	Kingfield.....	Carrabasset.....	10.00
Total .....	.....	.....	25.00

PROPERTY LEASED.

Name.	TERMINALS.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From--	To--			
Kingfield & Dead River Railway	Kingfield..	Carrabasset.	Franklin and Megantic Railway Co.	Agreement...	10

The Kingfield and Dead River Railway Company having no rolling stock, the Franklin and Megantic Railway Company operate it under a short time agreement.

CAPITAL STOCK.

The Franklin and Megantic Railway Company was formed by the first mortgage bondholders of the Franklin and Megantic Railroad Company, after default. The bonds, under the statute, represent the stock until the foreclosure is completed. The whole amount of the bonds is \$50,000.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash	\$328 80	Loans and bills payable.....	\$10,500 00
Due from agents	1,048 69	Audited vouchers and accounts	683 25
Due from solvent companies and individuals	688 64	Wages and salaries	1,719 43
Other cash assets	4,162 25	Net traffic balances due to other companies	358 43
Total—cash and current assets	\$6,118 38		
Balance—current liabilities..	7,721 71		
Total	\$13,840 09	Total—current liabilities.	\$13,840 09

Materials and supplies on hand, \$683.25.

INCOME ACCOUNT.

Gross earnings from operation.	\$21,508 88	
Less operating expenses.	25,358 62	
Deficit.....		\$3,850 24
Deductions from income.		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.	\$654 19	
Taxes.	160 78	
Total deductions from income.		814 97
Deficit....		\$4,665 21
Deficit from operations of year ending June 30, 1900.....		\$4,665 21
Deficit on June 30, 1899.....		3,117 55
Deficit on June 30, 1900.....		\$6,782 76

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$6,167 89
Mail	\$1,071 78		
Express.	863 51		
Extra baggage and storage.....	37 24		1,972 53
Total passenger earnings.....			\$8,140 42
Freight:			
Freight revenue.....	\$13,481 97		
Less repayments— Overcharge to shippers.....		\$114 01	
Total freight earnings			\$13,367 96
Total passenger and freight earnings...			\$21,508 38
Total gross earnings from operation			\$21,508 38

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$6,199 69
Renewals of ties	276 20
Repairs and renewals of bridges and culverts	2,025 62
Repairs and renewals of fences, road crossings, signs, and cattle guards	7 88
Repairs and renewals of buildings and fixtures	34 24
Snow expense..	1,068 66
Total	\$9,612 29
Maintenance of equipment:	
Repairs and renewals of locomotives....	\$683 50
Repairs and renewals of passenger cars.....	1,098 02
Repairs and renewals of freight cars	{
Other expenses	1 50
Total	\$1,778 02
Conducting transportation:	
Engine and roundhouse men	\$2,287 64
Fuel for locomotives	3,281 22
Other supplies for locomotives.	167 46
Train service.	2,463 65
Train supplies and expenses	116 01
Switchmen, flagmen, and watchmen	365 00
Station service.....	1,278 83
Station supplies.....	86 25
Car mileage—balance.....	217 46
Loss and damage	71 45
Advertising.....	308 63
Other expenses.....	57 63
Total	\$10,606 26
General expenses:	
Salaries of general officers	\$1,200 00
Salaries of clerks and attendants	240 00
Insurance.....	164 63
Law expenses.....	400 00
Stationery and printing (general offices)....	186 79
Other expenses.....	1,200 63
Total	\$3,392 05
Recapitulation of expenses:	
Maintenance of way and structures.....	\$9,612 29
Maintenance of equipment	1,778 02
Conducting transportation.....	10,606 26
General expenses..	3,392 05
Grand total.....	\$35,388 62

Percentage of expenses to earnings, 1.18.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$4,632 79	Cash and current assets.		\$6,118 28	\$1,485 50	
	1,621 25	Other assets: Materials and supplies		988 95		\$682 30
	2,117 55	Profit and loss		6,722 76		
	\$8,371 59	Grand total		\$13,840 09	\$1,485 50	\$682 30
		LIABILITIES.				
	\$8,371 59	Current liabilities		\$13,840 09	\$5,468 50	
	\$8,371 59	Grand total		\$13,840 09	\$5,468 50	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	600	\$1,200 00	\$2 00
General office clerks.....	1	300	240 00	80
Station agents	3	900	1,280 00	1 34
Enginemen.....	3	900	1,578 24	1 53
Firemen	3	938	1,051 19	1 25
Conductors	3	963	1,506 64	1 56
Other trainmen	2	729	929 76	1 28
Carpenters	2	642	881 16	1 37
Other shopmen	2	640	665 39	1 04
Section foremen	5	1,419	1,860 76	1 38
Other trackmen.....	9	2,561	3,298 03	1 27
Switchmen, flagmen and watchmen.....	1	365	365 00	1 00
All other employees and laborers	11	1,044	1,410 07	1 35
Total (including "general officers")	47	11,968	\$16,146 24	\$1 35
Less "general officers"	2	600	1,200 00	2 00
Total (excluding "general officers").....	45	11,368	\$14,946 24	\$1 31
Distribution of above:				
General administration.....	3	900	\$1,440 00	\$1 60
Maintenance of way and structures	25	5,054	6,688 86	1 33
Maintenance of equipment.....	4	1,392	1,546 55	1 31
Conducting transportation	15	4,732	6,490 83	1 37

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	11,547			
Number of passengers carried one mile.....	175,085			
Number of passengers carried one mile per mile of road.....	7,003			
Average distance carried, miles.....	15.16			
Total passenger revenue.....		6,167	89	
Average amount received from each passenger.....			53	416
Average receipts per passenger per mile.....			03	523
Total passenger earnings.....		8,140	42	
Passenger earnings per mile of road.....		325	61	68
Passenger earnings per train mile.....			30	551
Freight traffic:				
Number of tons carried of freight earning revenue.....	14,906			
Number of tons carried one mile.....	284,857			
Number of tons carried one mile per mile of road.....	10,588			
Average distance haul of one ton, miles.....	17.77			
Total freight revenue.....		13,367	96	
Average amount received for each ton of freight.....			89	689
Average receipts per ton per mile.....			05	058
Total freight earnings.....		13,367	96	
Freight earnings per mile of road.....		534	71	84
Freight earnings per train mile.....			49	838
Total traffic:				
Gross earnings from operation.....		21,548	48	
Gross earnings from operation per mile of road.....		860	33	052
Gross earnings from operation per train mile.....			53	005
Operating expenses.....		25,358	62	
Operating expenses per mile of road.....		1,014	34	48
Operating expenses per train mile.....			62	494
Train mileage:				
Mileage of revenue passenger trains.....	13,755			
Mileage of revenue mixed trains.....	16,163			
Mileage of revenue freight trains.....	10,600			
Total revenue train mileage.....	40,518			
Mileage of nonrevenue trains.....	11,352			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	Total freight tonnage— whole tons.
Total tonnage.....	12,676	2,306	14,982

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....	2	2	2	Eames Vacuum.....	2	Miller.
Total locomotives in service.....	2	...				
Total locomotives owned.....	2	2				
Cars—owned and leased:						
In passenger service—						
Combination cars.....	1	1	1	Eames Vacuum.....	1	Miller.
Baggage, express and postal cars.....	1	1	1	Eames Vacuum.....	1	Miller.
Total.....	2	2				
In freight service—						
Box cars.....	7	7				
Flat cars.....	41	41				
Total.....	48	48				
Total cars in service.....	50	50				
Total cars owned.....	50	50				

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line of proprietary companies.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Total mileage operated (all tracks).....	15	1.70	.....	10	25	1.70	25

Branch track to Gilbert's, 1.7 miles, not included in mileage operated as it was not used the past year.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point—cents.
Cedar.....	2,762	10c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— —cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	}	269.50	948.50	}	896.50	{ 18,755	
Freight							
Mixed							
Construction							
Total		269.50	948.50		896.50	51,830	28.90
Average cost at distributing point		\$3.94	\$2.35				

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
		Ft.	In.					
Bridges:						Overhead Highway Crossings:		
Stone ...						Trestles	2	17
Iron. ...								
Wooden.						Overhead Railway Crossings:		
Total..								
Trestles...	6	823	36	327				

Gauge of track, 2 feet—16.70 miles. Gauge of track, 2 feet—10 miles.

Report of the Georges Valley Railroad Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report. Georges Valley Railroad Company.

Date of organization. August 10, 1888.

Under laws of what government, state or territory organized. State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
James Mitchell.....	West Newton, Mass.....	October 2, 1900.
William T. Cobb.....	Rockland, Me.....	October 2, 1900.
W. W. Case	Rockland, Me.....	October 2, 1900.
S. M. Bird ..	Rockland, Me.....	October 2, 1900.
A. F. Crockett	Rockland, Me.....	October 2, 1900.
G. L. Jones.....	Union, Me.....	October 2, 1900.
I. C. Thurston.....	South Union, Me.....	October 2, 1900.

Total number of stockholders at date of last election, 103.

Date of last meeting of stockholders for election of directors, November 7, 1899.

Post office address of general office, Union, Me.

Post office address of operating office, Union, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	James Mitchell.....	Union, Me.
President	James Mitchell.....	Union, Me.
Secretary	W. S. Mitchell	Union, Me.
Treasurer	W. S. Mitchell	Union, Me.
General Manager	James Mitchell.....	Union, Me.
General Superintendent.....	W. S. Mitchell	Union, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Main line.....	Warren	Union	8.00	8.00
Branch	Main line	Lime Kilns .....	.50	.50
Total .....	.....	.....	8.50	8.50

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	1,000	\$100	\$100,000	\$100,000		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.		
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.
1st mort. bonds...	1883	1913	\$50,000	\$50,000	\$50,000	\$48,808 97	6	Jan. & July	\$3,000
									\$3,000

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$50,000 00	\$50,000 00	\$3,000 00	\$3,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash.....	\$1,412 26	Loans and bills payable	\$1,348 62
Due from agents.....	1,636 14	Audited vouchers and ac- counts.....	2,647 61
Due from solvent companies and individuals	199 85		
Total—cash and current assets	\$3,248 25		
Balance—current liabilities..	1,347 96		
Total	\$4,596 23	Total current liabilities ..	\$4,596 23

Materials and supplies on hand, \$300, 200 tons of coal at \$4.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$100,000 00	.....	.....	8.50	\$11,764 70
Bonds	50,000 00	.....	.....	.....	5,882 35
Total	\$150,000 00	.....	.....	8.50	\$17,647 05

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating ex-			
		Charged to income account as permanent improvements.				Charged to construction or equipment.
Construction:					
Engineering			\$1,056 40	\$1,056 40	
Right of way and station grounds			1,650 51	1,650 51	
Grading			41,102 85	41,102 85	
Ties			6,854 34	6,854 34	
Rails			30,126 87	30,126 87	
Interest and discount.....			191 03	191 03	
Total construction			\$80,992 00	\$80,992 00	\$9,528 47
Equipment:					
Locomotives.....			\$2,000 00	\$2,000 00	
Combination cars			852 36	852 36	
Freight cars.....			800 00	800 00	
Other cars of all classes ..			520 00	520 00	\$490 87
Total equipment			\$4,172 36	\$4,172 36	
Total construction			80,992 00	80,992 00	
Total cost construction, equipment, etc			\$85,164 36	\$85,164 36	\$10,019 34

INCOME ACCOUNT.

Gross earnings from operation	\$12,778 36	
Less operating expenses	8,868 78	
Income from operation.....		\$3,914 63
Miscellaneous income—less expenses.....		65 24
Total income		\$3,979 97
Deductions from income:		
Interest on funded debt accrued	\$3,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	78 12	
Taxes.....	88 62	
Total deductions from income		2,171 65
Net income.		\$808 32
Surplus from operations of year ending June 30, 1900		\$808 32
Surplus on June 30, 1899		2,055 28
Surplus on June 30, 1900.....		\$3,863 49

EARNINGS FROM OPERATION.

Item	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Total passenger revenue			\$1,670 72
Mail			336 36
Express			380 96
Total passenger earnings.....			\$2,378 01
Total freight earnings			10,400 35
Total passenger and freight earnings..			\$12,778 36
Total gross earnings from operation.....			\$12,778 36

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Interest	\$65 34		\$65 34

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,452 33
Renewals of ties	485 58
Repairs and renewals of buildings and fixtures	67 80
Other expenses	40 14
Total	\$2,055 83
Maintenance of equipment:	
Repairs and renewals of locomotives	\$223 94
Repairs and renewals of passenger cars.	21 25
Repairs and renewals of freight cars	210 20
Other expenses	184 22
Total	\$569 62
Conducting transportation:	
Engine and roundhouse men	\$1,401 10
Fuel for locomotives	1,475 32
Oil, tallow, and waste for locomotives	6 52
Train service.....	759 62
Station service.....	960 00
Station supplies.....	48 50
Car mileage—balance.....	81 52
Loss and damage	25 65
Stationery and printing.....	81 72
Total	\$4,790 25
General expenses:	
Salaries of general officers.....	\$1,289 00
General office expenses and supplies.	110 88
Stationery and printing (general offices).....	73 20
Other expenses	5 00
Total	\$1,428 08
Recapitulation of expenses:	
Maintenance of way and structures	\$2,055 83
Maintenance of equipment	569 62
Conducting transportation	4,790 25
General expenses.....	1,428 08
Grand total.....	\$8,863 78

Percentage of expenses to earnings, 69.37.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$80,892 00	Cost of road		\$80,892 00		
	4,172 36	Cost of equipment		4,172 36		
	5,689 84	Cash and current assets		5,248 25		\$391 59
		Other assets:				
		Materials and supplies		800 00	\$800 00	
	1,519 17	Profit and loss		2,327 49	908 32	
	\$90,328 37	Grand total		\$91,540 10	\$1,608 32	\$391 59
		LIABILITIES.				
	\$100,000 00	Capital stock		\$100,000 00		
	50,000 00	Funded debt		50,000 00		
	3,948 62	Current liabilities		4,586 23	\$647 61	
	\$153,948 62	Grand total		\$154,586 23	\$647 61	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage 6% twenty years	Warren	Union	8.50	\$5,882 35

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	2	365	\$1,239 00	\$3 39
Station agents	3	839	960 00	1 02
Engineemen	1	313	600 00	1 92
Firemen	1	325	436 10	1 35
Conductors	1	315	756 62	2 41
Section foremen	1	313	489 50	1 50
Other trackmen	3	647	873 24	1 35
Switchmen, flagmen, and watchmen ..	1	365	365 00	1 00
Total (including "general officers")	13	3,590	\$5,702 46	\$1 59
Less "general officers"	2	365	1,239 00	
Total (excluding "general officers")	11	3,215	\$4,463 46	\$1 59
Distribution of above:				
General administration	2	365	\$1,239 00	\$3 39
Maintenance of way and structures	4	960	1,342 74	1 40
Conducting transportation	7	2,255	3,120 72	1 39

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passen- gers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	5,280			
Number of passengers carried one mile.....	42,240			
Number of passengers carried one mile per mile of road.....	4,508			
Average distance carried, miles.....	8			
Total passenger revenue.....		1,670	73	
Average amount received from each passenger.....			81	6
Average receipts per passenger per mile.....			03	90
Total passenger earnings.....		2,578	01	
Passenger earnings per mile of road.....		291	58	
Freight traffic:				
Number of tons carried of freight earning revenue....	29,722			
Number of tons carried one mile.....	140,162			
Number of tons carried one mile per mile of road.....	16,480			
Average distance haul of one ton, miles.....	4.71			
Total freight revenue.....		10,400	35	
Average amount received for each ton of freight.....			34	
Average receipts per ton per mile.....			07	
Total traffic:				
Gross earnings from operation.....		12,778	36	
Gross earnings from operation per mile of road.....		1,508	34	
Operating expenses.....		9,668	78	
Operating expenses per mile of road.....		1,136	91	
Income from operation.....		3,114	63	
Income from operation per mile of road.....		366	43	

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	Total freight tonnage— whole tons.
Total tonnage.....	20,965	8,747	29,732

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger		1				
Total locomotives in service.....		1				
Total locomotives owned.....		1				
Cars—owned and leased:						
In passenger service—						
Combination cars		1				
Total		1				
In freight service—						
Box cars		2				
Flat cars		3				
Total		5				
Total cars in service		6				
Total cars owned		6				

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Total mileage operated (all tracks).....	8	.50	8.50	.....	.....	8.50

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface in. of rail.
		Ft. In.	Ft. In.	Ft. In.			
Bridges:					Overhead Highway Crossings:		
Iron.....	1	50					
Wooden.	1	144			Overhead Railway Crossings:		
Total .	2	194					

Gauge of track, 4 feet, 8½ inches—8.50 miles.

Report of the Grand Trunk Railway Company for the Year Ending June 30, 1900.

(Atlantic and St. Lawrence R. R. Co.)

HISTORY.

Name of common carrier making this report. Grand Trunk Railway Company.

Date of organization. September 25, 1845.

Under laws of what government, state or territory organized.

Chartered by the State of Maine, February 10, 1845.

Chartered by the State of New Hampshire, June 30, 1847.

Chartered by the State of Vermont, October 27, 1848.

What carrier operates the road of this company? The Grand Trunk Railway Company of Canada.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Charles M. Hays	Montreal, Canada	First Tuesday in August, 1900, or until successors are elected.
G. P. Wescott	Portland, Me.	
Franklin R. Barrett	Portland, Me.	
W. W. Duffett	Portland, Me.	
S. R. Small	Portland, Me.	
Philip G. Brown	Portland, Me.	
W. W. Brown	Portland, Me.	
Edw. A. Noyes	Portland, Me.	
Geo. B. Reeve	Montreal, Canada	

Total number of stockholders at date of last election, 1,862 (June 30, 1900).

Date of last meeting of stockholders for election of directors, August 7, 1900.

Post office address of general office, Portland, Me.

Post office address of operating office, Montreal, Canada.

OFFICERS.

Title.	Name.	Location of Office.
President	Charles M. Hays	Montreal, Canada.
Vice President	Geo. P. Wescott	Portland, Me.
Treasurer	W. W. Duffett	Portland, Me.
Solicitor	C. A. Hight	Portland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Atlantic and St. Lawrence R. R.	Portland, Me	Boundary line New Hampshire	82.60	
Leased Lines.				
Norway Branch Railroad	South Paris	Norway, Me	1.36	
Lewiston and Auburn Branch Railroad	Lewiston Junc ...	Lewiston, Me	5.41	
Total ..				89.37

PROPERTY OPERATED.

Atlantic and St. Lawrence R. R. Extension	Portland, Me Island Pond, Vt ..	Island Pond, Vt .. Boundary line Canada	149.58 15.64	165.22
Leased Lines.				
Norway Branch Railroad	South Paris	Norway, Me	1.36	
Lewiston and Auburn Branch Railroad	Lewiston Junc ...	Lewiston, Me	5.41	6.77
Total ..				171.99

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

The Atlantic and St. Lawrence Railroad is leased to the Grand Trunk Railway Company for nine hundred and ninety-nine years from August 5, 1853. Interest and dividends are guaranteed by the latter company at the rate of six per cent per annum.

The Norway Branch Railroad is leased to the Grand Trunk Railway Company at a nominal rent of one dollar per annum.

The Lewiston and Auburn Branch Railroad is leased to the Grand Trunk Railway Company, the latter paying the sum of \$18,000 per annum. The lessees paying all expenses and receiving all income.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:						
Common	54,840	\$100	\$5,484,000	\$5,484,000	6%	\$328,040 00
Lewiston & Auburn..	3,000	\$100	300,000	300,000	6%	18,000 00
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Total					54,840	\$5,484,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.		
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.
1st mort. bonds...	Oct. 1 1864	Oct. 1 1884							
2d mort. bonds..	May 1 1871	May 1 1891	\$1,500,000	\$1,498,916	All		6		
3d mort. bonds...	July 1 1888	July 1 1908	713,000	713,882	All		6		
Island Bond & Co. ventures	Dec. 1 1892	Dec. 1 1899	787,000	786,864	All		6		
Bal. on exchange of bonds	.....	.....	438,000	438,000	All		6		
				168					
Total..	.....	.....	\$3,438,000	\$3,438,000					

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.	\$3,438,000 00	\$3,438,000 00		

CURRENT ASSETS AND LIABILITIES.

The road is leased and operated by the Grand Trunk Railway, and hence there are no current balances.

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$5,484,000 00	\$5,484,000 00	.....	165.22	\$33,192 11
Bonds	3,438,000 00	3,438,000 00	.....	165.22	20,808 63
Total	\$8,922,000 00	\$8,922,000 00	.....	165.22	\$54,000 73

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Atlantic & St. Lawrence R. R.	\$5,484,000 00	\$3,000,000 00			
Extension from Island Pond, Vt., to Canada boundary line, Vt.		438,000 00	\$8,922,000 00	165.22	\$54,000 73
Norway Branch Railroad....	8,750 00	.....	8,750 00	1.36	6,433 83
Lewiston & Auburn Branch..	300,000 00	.....	300,000 00	5.41	55,453 86
Grand total	\$5,792,750 00	\$3,438,000 00	\$9,230,750 00	171.99	

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1898.	Total cost to June 30, 1899.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Grand total cost construction, equipment, etc	\$8,922,000 00	\$8,922,000 00	\$54,000 73

Equipment furnished by the lessees.

INCOME ACCOUNT.

Gross earnings from operation	\$1,306,900 42	
Less operating expenses	1,110,453 58	
Income from operation		\$196,446 89
Deductions from income:		
Interest on funded debt accrued	\$206,280 00	
Taxes	48,100 42	
Total deductions from income		255,380 42
Deficit		\$ 58,913 53
Dividends, 6 per cent. common stock		347,040 00
Deficit from operations of year ending June 30, 1900		\$405,953 53

The lessees receive all income and pay all expenses.

EARNINGS FROM OPERATION—WHOLE LINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger revenue			\$246,408 04
Mail			25,722 68
Express			28,514 09
Total passenger earnings			\$ 300,644 81
Freight earnings			1,008,258 77
Total passenger and freight earnings			\$1,308,903 58
Other earnings from operation:			
Rents not otherwise provided for			3,986 84
Total gross earnings from operation			\$1,306,900 42

OPERATING EXPENSES—WHOLE LINE.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$80,107 00
Renewals of rails	17,845 76
Renewals of ties	31,541 73
Repairs and renewals of bridges and culverts	24,700 23
Repairs and renewals of fences, road crossings, signs and cattle guards	6,840 65
Repairs and renewals of buildings and fixtures	34,091 47
Repairs and renewals of docks and wharves	9,616 99
Repairs and renewals of telegraph	2,075 28
Stationery and printing	44 35
Other expenses	207 06
Total	\$217,068 48
Maintenance of equipment:	
Superintendence	\$11,047 36
Repairs and renewals of locomotives	54,237 02
Repairs and renewals of passenger cars	17,317 56
Repairs and renewals of freight cars	61,824 25
Repairs and renewals of work cars	1,917 25
Repairs and renewals of shop machinery and tools	6,477 52
Stationery and printing	357 25
Other expenses	4,856 10
Total	\$158,184 41
Conducting transportation:	
Superintendence	\$13,648 80
Engine and roundhouse men	129,466 90
Fuel for locomotives	214,361 32
Water supply for locomotives	7,500 09
Oil, tallow and waste for locomotives	5,250 41
Other supplies for locomotives	1,600 43
Train service	87,106 09
Train supplies and expenses	10,701 61
Switchmen, flagmen and watchmen	32,952 82
Telegraph expenses	28,587 96
Station service	98,110 51
Station supplies	7,590 96
Car mileage—balance	15,063 22
Hire of equipment—balance	1,458 65
Loss and damage	5,730 06
Injuries to persons	5,481 65
Clearing wrecks	1,827 66
Advertising	4,269 49
Outside agencies	19,782 33
Commissions	4,668 37
Stock yards and elevators	1,457 57
Stationery and printing	4,301 60
Other expenses	687 26
Total	\$697,217 16
General expenses:	
Salaries of general officers	\$5,553 82
Salaries of clerks and attendants	9,629 23
General office expenses and supplies	2,573 50
Insurance	7,296 00
Law expenses	6,834 00
Stationery and printing (general offices)	1,001 00
Other expenses	4,975 86
Total	\$37,863 48
Recapitulation of expenses:	
Maintenance of way and structures	\$217,068 48
Maintenance of equipment	158,184 41
Conducting transportation	697,217 16
General expenses	37,863 48
Grand total	\$1,110,433 53

Percentage of expenses to earnings—entire line, 84.97.

OPERATING EXPENSES—STATE OF MAINE.

Item.	Amount.
Operating expenses—State of Maine:	
Maintenance of way and structures	\$115,415 81
Maintenance of equipment.....	84,108 65
Conducting transportation	370,710 87
General expenses.....	20,185 18
Total.....	\$590,417 51

Percentage of expenses to earnings—Maine, 80.06.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.
Norway Branch Railroad	\$1 00 per annum.
Lewiston & Auburn Branch.....	\$18,000 00 per annum.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
		Cost of road		\$8,922,000 00		
		Grand total		\$8,922,000 00		
		LIABILITIES.				
		Capital stock		\$5,484,000 00		
		Funded debt		3,438,000 00		
		Grand total		\$8,922,000 00		

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage bonds	Portland, Me	Island Pond, Vt..	149.58	\$20,056 15
Island Pond debentures.....	Island Pond, Vt ..	Canada boundary	15.64	28,005 11

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Averaged daily compensation.
General officers.....	1	143	\$2,891 38	\$18 82
Other officers.....	16	2,571	7,481 51	2 91
General office clerks.....	13	3,473	4,861 72	1 40
Station agents.....	23	8,080	14,028 76	1 75
Other station men.....	82	53,485	83,452 50	1 56
Enginemen.....	38	10,074	31,733 72	3 15
Firemen.....	30	13,682	26,679 52	1 75
Conductors.....	17	5,846	16,026 36	2 68
Other trainmen.....	72	11,972	24,039 55	2 40
Machinists.....	16	5,524	10,472 34	1 90
Carpenters.....	28	7,632	14,615 31	1 92
Other shopmen.....	26	7,926	16,396 46	2 07
Section foremen.....	21	6,372	10,931 70	1 71
Other trackmen.....	90	28,129	37,253 70	1 32
Switchmen, flagmen and watchmen.....	31	12,123	19,388 58	1 60
Telegraph operators and dispatchers.....	11	5,916	9,685 04	1 63
All other employees and laborers.....	82	25,165	43,097 82	1 69
Total (including "general officers").....	599	208,215	\$372,796 97	\$1 79
Less "general officers".....	1	143	2,891 38	18 82
Total (excluding "general officers").....	598	208,070	\$370,104 59	\$1 78
Distribution of above:				
General administration.....	14	3,616	\$7,553 10	\$2 09
Maintenance of way and structures.....	144	41,434	61,570 25	1 49
Maintenance of equipment.....	128	39,985	73,548 98	1 84
Conducting transportation.....	313	123,178	230,123 64	1 86
Total (including "general officers")—entire line.....	1,041	343,824	\$639,206 24	\$1 83

TRAFFIC AND MILEAGE STATISTICS—STATE OF MAINE.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	221,651			
Number of passengers carried one mile.....	7,785,179			
Number of passengers carried one mile per mile of road.....	87,112			
Average distance carried, miles.....	35.12			
Total passenger revenue.....		156,541	09	
Average amount received from each passenger.....			70	624
Average receipts per passenger per mile.....			02	010
Total passenger earnings.....		164,338	73	
Passenger earnings per mile of road.....		2,062	66	
Passenger earnings per train mile.....			78	529
Freight traffic:				
Number of tons carried of freight earning revenue....	1,374,422			
Number of tons carried one mile.....	97,541,759			
Number of tons carried one mile per mile of road.....	1,081,437			
Average distance haul of one ton, miles.....	70.83			
Total freight revenue.....		558,158	07	
Average amount received for each ton of freight.....			40	247
Average receipts per ton per mile.....			00	567
Total freight earnings.....		558,158	07	
Freight earnings per mile of road.....		6,189	33	
Freight earnings per train mile.....			123	397
Total traffic:				
Gross earnings from operation.....		737,497	80	
Gross earnings from operation per mile of road.....		8,252	19	
Gross earnings from operation per train mile.....			111	506
Operating expenses.....		590,417	51	
Operating expenses per mile of road.....		6,606	44	
Operating expenses per train mile.....			89	268
Income from operation.....		147,080	29	
Income from operation per mile of road.....		1,645	75	
Car mileage:				
Mileage of passenger cars.....	888,479			
Average number of passenger cars in train.....	8.85			
Average number of passengers in train.....	34			
Mileage of loaded freight cars—north or east.....	4,179,447			
Mileage of loaded freight cars—south or west.....	2,204,102			
Mileage of empty freight cars—north or east.....	421,643			
Mileage of empty freight cars—south or west.....	2,701,887			
Average number of freight cars in train.....	23.07			
Average number of loaded cars in train.....	14.82			
Average number of empty cars in train.....	7.25			
Average number of tons of freight in train.....	226.41			
Average number of tons of freight in each loaded car.....	15.28			
Average mileage operated during year.....	88.37			
Train mileage:				
Mileage of revenue passenger trains.....	230,581			
Mileage of locomotives employed in "help- ing" passenger trains.....	767			
Percentage of "helping" to revenue train mileage, per cent.....	.33			
Mileage of revenue mixed trains.....	1,212			
Mileage of revenue freight trains.....	429,605			
Mileage of locomotives employed in "help- ing" mixed and freight trains.....	54,344			
Percentage of "helping" to revenue train mileage, per cent.....	12.61			
Total revenue train mileage.....	661,396			
Mileage of nonrevenue trains.....	14,186			
Construction, included in "mileage of nonrevenue trains".....	13,313			
Switching.....	134,966			

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	396,280			
Number of passengers carried one mile.....	11,885,917			
Number of passengers carried one mile per mile of road.....	69,166			
Average distance carried, miles	40.15			
Total passenger revenue.....		246,408	04	
Average amount received from each passenger.....			83	167
Average receipts per passenger per mile			02	07
Total passenger earnings.....		300,644	81	
Passenger earnings per mile of road.....		1,748	04	
Passenger earnings per train mile.....			75	022
Freight traffic:				
Number of tons carried of freight earning revenue	1,896,155			
Number of tons carried one mile.....	190,749,465			
Number of tons carried one mile per mile of road.....	1,109,073			
Average distance haul of one ton, miles	100.60			
Total freight revenue.....		1,003,258	77	
Average amount received for each ton of freight.....			52	910
Average receipts per ton per mile.....				526
Total freight earnings.....		1,003,258	77	
Freight earnings per mile of road.....		5,883	24	
Freight earnings per train mile.....			118	827
Total traffic:				
Gross earnings from operation.....		1,808,900		
Gross earnings from operation per mile of road.....		7,592	89	
Gross earnings from operation per train mile.....			105	071
Operating expenses		1,110,433	63	
Operating expenses per mile of road ..		6,456	38	
Operating expenses per train mile			89	208
Income from operation		196,466	89	
Income from operation per mile of road.....		1,142	32	
Car mileage, etc:				
Mileage of passenger cars	1,727,453			
Average number of passenger cars in train	4.31			
Average number of passengers in train.....	30			
Mileage of loaded freight cars—north or east	8,526,068			
Mileage of loaded freight cars—south or west	4,398,434			
Mileage of empty freight cars—north or east.....	799,696			
Mileage of empty freight cars—south or west.....	5,466,898			
Average number of freight cars in train.....	22.72			
Average number of loaded cars in train.....	15.30			
Average number of empty cars in train	7.42			
Train mileage:				
Mileage of revenue passenger trains	399,528			
Mileage of locomotives employed in "helping" passenger trains	1,892			
Percentage of "helping" to revenue train mileage, per cent .....	.47			
Mileage of revenue mixed trains	1,212			
Mileage of revenue freight trains.....	843,089			
Mileage of locomotives employed in "helping" mixed and freight trains	102,893			
Percentage of "helping" to revenue train mileage, per cent	12.19			
Total revenue train mileage.....		\$1,243,529		
Mileage of nonrevenue trains		25,088		
Construction (included in "mileage of nonrevenue trains")		22,228		
Switching ..		244,945		

DESCRIPTION OF EQUIPMENT.

Equipment furnished by the lessees.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	165.22	.....	6.77	171.99	.....	All.
Miles of yard track and sidings	62.84	.....	.70	63.54	.....	All.
Total mileage operated (all tracks)	228.06	.....	7.47	235.53		

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACKS).

Maine	82.60	.....	6.77	89.37		
New Hampshire	52.06	.....		52.06		
Vermont (including ex- tension to Canada boundary line)	30.56	.....		30.56		
Total mileage operated (single track)	165.22	.....	6.77	171.99	.....	171.99

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine	82.60	.....	82.60			
New Hampshire	52.06	.....	52.06			
Vermont.....	30.56	.....	30.56			
Total mileage owned (single track)	165.22	.....	165.22	.....	.....	165.22

MILEAGE OF ROAD OPERATED IN MAINE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track....	82.60	.....	6.77	.....	89.37	.....	.....	89.37
Miles of yard track and sidings	42.43	.....	70	.....	43.13	.....	.....	43.13
Total mileage operated (all tracks).....	125.03	.....	7.47	.....	132.50	.....	.....	132.50

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES.

State of Maine.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Total mileage owned (sin- gle track).....	82.60	.....	82.60	.....	.....	82.60

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	761 80	\$17.75	No. 1 Pine	18,207	40c.
			No. 1 Cedar	13,823	28c.
			Cedar culls	1,586	15c.
			Hard pine switch ties, 3 sets, at \$70 each, \$210.		
			Total	33,616	34c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— Cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.	6,734	...	35	6,751.50	233,221	57.50
Freight	23,474.50	...	150	23,549.50	485,161	97.08
Switching	2,994	...	5	2,996.50	184,995	44.40
Construction	315.50	...	1	316	12,313	51.40
Total	33,518	...	191	33,613.50	865,690	
Average cost at distributing point	\$2.43	...	\$1.56			

ACCIDENTS TO PERSONS—STATE OF MAINE.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	.....	4	1	6	.....	.....	1	10
Falling from trains and engines .....	.....	3	.....	1	.....	1	.....	5
Overhead obstructions	1	.....	.....	.....	.....	1	1	1
Collisions .....	.....	2	.....	.....	.....	.....	.....	2
At stations.....	.....	.....	.....	.....	.....	1	.....	1
Other causes.....	.....	*2	.....	*2	1	*3	1	7
Total	1	11	1	9	1	6	3	28

Kind of Accident.	PASSENGERS.							
			OTHERS.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Derailments	1	.....	.....	.....	.....	.....	.....
At stations.....	4	.....	.....	.....	.....	.....	.....
Other causes.....	3	.....	1	.....	.....	.....	1
Total	7	.....	1	.....	.....	.....	1

* Employees: 1 killed, found on track; 1 injured, struck by crank pin; 1 injured, gangway falling; 1 injured, fell in culvert; 2 injured, staking cars; 1 injured, coal-ing engine; 1 injured, car moved while repairing.

† Two, jar of train; † 1 found on track.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
		Ft. In.	Ft. In.	Ft. In.			Ft. In.
Bridges:					Overhead Highway Crossings:		
Stone ...	1	20	20	20	Bridges	6	15.4
Iron.....	39	3,905.11	15	422			
Wooden..	10	202.3	12	20	Overhead Railway Crossings:		
Combi- nation	1	1,544			Bridges	3	16.6
Total..	51	5,072.2					

Gauge of track, 4 feet, 8½ inches—89.37 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
89.37	The Great Northwestern Tel. Co.	The Great Northwestern Tel. Co.

Report of the Kennebec Central Railroad Company for the Year Ending June 30, 1900.

(Narrow Gauge—Two Feet).

HISTORY.

Name of common carrier, making this report. Kennebec Central Railroad Company.

Date of organization. October 3, 1889.

Under laws of what government, state or territory organized. State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Weston Lewis.....	Gardiner, Me	September 17, 1900.
A. C. Stilphen	Gardiner, Me	September 17, 1900.
J. S. Maxcy	Gardiner, Me	September 17, 1900.
F. S. Thorue	Gardiner, Me	September 17, 1900.

Total number of stockholders at date of last election, 81.

Date of last meeting of stockholders for election of directors, September 20, 1899

Post office address of general office, Gardiner, Me.

Post office address of operating office, Gardiner, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board..	Weston Lewis	Gardiner, Me.
President	Weston Lewis	Gardiner, Me.
Secretary	H. S. Webster.....	Gardiner, Me.
Treasurer... ..	P. H. Winslow	Gardiner, Me.
Attorney	A. C. Stilphen.....	Gardiner, Me.
Auditor	A. C. Stilphen.....	Gardiner, Me.
General Manager	Weston Lewis	Gardiner, Me.
Chief Engineer	Frederic Danforth	Gardiner, Me.
General Superintendent.....	F. A. Lawton	Gardiner, Me.
General Freight Agent	P. H. Winslow	Gardiner, Me.
General Passenger Agent	P. H. Winslow	Gardiner, Me.
General Ticket Agent.....	P. H. Winslow	Gardiner, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Kennebec Central Railroad	Randolph	Togus.....	5	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	500	\$100	\$50,000	\$40,00 00	6%	\$2,400 00
Payments on stock not issued .....	.....	.....	.....	1,350		
Total	500	\$100	\$50,000	\$41,250		\$2,400 00
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: common .....		.....	.....	.....	400	\$40,000 00
Payments on stock not issued .....		.....	.....	.....	.....	1,350 00
Total .....		.....	.....	.....	400	\$41,250 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mort. bonds.	Nov. 15, 1890.	Nov. 15, 1910.	\$40,000	\$40,000	\$30,000	\$30,000	5	May and Nov.	\$1,500	\$1,500

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$40,000 00	\$30,000 00	\$1,500 00	\$1,500 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash.....	\$2,638 33	Audited vouchers and accounts.....	\$1,555 72
Due from agents.....	559 98	Wages and salaries.....	493 58
Due from solvent companies and individuals.....	88 31	Total—current liabilities.	\$2,049 30
Total—cash and current assets.....	\$3,286 62	Balance—cash assets.....	1,237 32
		Total.....	\$3,286 62

Materials and supplies on hand, \$301.62.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$41,250 00	\$41,250 00	.....	5	\$8,250 00
Bonds	30,000 00	30,000 00	.....	5	6,000 00
Total.....	\$71,250 00	\$71,250 00	.....	5	\$14,250 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE	
				Miles.	Amount.
Kennebec Central Railroad..	\$41,250 00	\$30,000 00	\$71,250 00	5	\$14,250 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating ex- penses.			
		Charged to income account as permanent improvements.			
		Charged to construction or equipment.			
Construction:					
Engineering			\$4,639 57	\$4,639 57	\$927 91
Right of way and station grounds			5,564 99	5,564 99	1,112 99
Real estate			2,200 00	2,200 00	440 00
Grading			17,609 05	17,609 05	3,521 81
Bridges, trestles and culverts			338 32	338 32	67 66
Ties and superstructure			11,455 68	11,455 68	2,291 13
Rails			10,241 05	10,241 05	2,048 21
Fencing right of way			275 48	275 48	55 09
Station buildings and fixtures			5,943 18	5,943 18	1,188 63
Shops, roundhouses and turntables			3,250 00	3,250 00	650 00
Total construction			\$61,517 32	\$61,517 32	\$12,303 46
Equipment:					
Locomotives			\$8,224 85	\$8,224 85	\$1,644 97
Passenger cars			9,663 07	9,663 07	1,932 61
Freight cars			2,173 41	2,173 41	434 68
Total equipment			\$20,061 33	\$20,061 33	\$4,012 26
Total construction			61,517 32	61,517 32	12,303 46
Grand total cost construction, equipment, etc			\$81,578 65	\$81,578 65	\$16,315 73

INCOME ACCOUNT.

Gross earnings from operation.....	\$17,129 94	
Less operating expenses.....	11,186 23	
Income from operation	\$5,943 71	
Total income.....		\$5,943 71
Deductions from income:		
Interest on funded debt accrued	\$1,500 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	117 17	
Taxes	252 70	
Total deductions from income		1,869 87
Net income.....		\$4,073 84
Dividends, 6 per cent, common stock.....		2,400 00
Surplus from operations of year ending June 30, 1900.....		\$ 1,673 84
Surplus on June 30, 1899.....		10,046 25
Surplus on June 30, 1900.....		\$11,720 09

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger revenue.....			\$8,313 41
Mail			310 80
Express			381 96
Other items.....			44 55
Total passenger earnings.....			\$9,050 72
Freight revenue.....	\$7,691 18		
Less repayments.....		\$1 96	
Total freight earnings			7,689 22
Total passenger and freight earnings...			\$16,739 94
Other earnings from operation:			
Rents not otherwise provided for			190 00
Total gross earnings from operation....			\$17,129 94

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$2,012 21
Repairs and renewals of bridges and culverts.....	448 73
Repairs and renewals of fences, road crossings, signs and cattle guards.....	71 51
Repairs and renewals of buildings and fixtures.....	169 22
Total	\$2,701 67
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,206 09
Repairs and renewals of passenger cars.	139 34
Repairs and renewals of freight cars.....	71 80
Total	\$1,416 23
Conducting transportation:	
Superintendence.....	\$550 00
Engine and roundhouse men.....	1,488 35
Fuel for locomotives.....	719 52
Water supply for locomotives.....	125 00
Other supplies for locomotives.....	102 22
Train service.....	1,226 80
Train supplies and expenses.....	150 70
Switchmen, flagmen and watchmen.....	427 05
Station service.....	860 00
Station supplies.....	206 66
Loss and damage.....	100 00
Advertising.....	105 75
Stationery and printing.....	81 18
Total	\$6,248 33
General expenses:	
Salaries of general officers.....	\$500 00
Insurance.....	96 50
Law expenses.....	106 00
Other expenses.....	123 00
Total	\$820 00
Recapitulation of expenses:	
Maintenance of way and structures.....	\$2,701 67
Maintenance of equipment.....	1,416 23
Conducting transportation.....	6,248 33
General expenses.....	820 00
Grand total.....	\$11,186 23

Percentage of expenses to earnings—65%.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$61,517 32	Cost of road....		\$61,517 32		
	20,061 33	Cost of equipment.....		20,061 33		
	3,388 08	Cash and current assets.....		3,286 62		\$101 41
	301 62	Other assets: Materials and supplies		301 62		
	\$85,268 30	Grand total		\$85,166 89		\$101 41
		LIABILITIES.				
	\$40,000 00	Capital stock		\$40,000 00		
	1,250 00	Capital stock payments.....		1,250 00		
	30,000 00	Funded debt		30,000 00		
	3,733 22	Current liabilities.....		2,049 30		\$1,743 92
	178 83	Accrued interest on funded debt not yet payable.....		147 50		31 33
	10,046 25	Profit and loss. .		11,720 09	\$1,673 84	
	\$85,268 30	Grand total....		\$85,166 89		\$101 41

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per line of line.
	From—	To—	Miles.	
First mortgage bonds	Randolph	Togus..	5	\$8,000

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	312	\$500 00	\$1 60
Other officers	1	333	550 00	1 65
Station agents	2	628	960 00	1 53
Enginemen.....	2	429	843 70	2 00
Firemen	2	433	649 65	1 50
Conductors	1	325	650 00	2 00
Other trainmen	1	361	576 90	1 60
Section foremen	1	312	624 00	2 00
Other trackmen.....	3	756	943 56	1 25
Switchmen, flagmen and watchmen.....	1	365	427 05	1 17
Total (including "general officers")	15	4,268	\$6,724 86	\$1 58
Less "general officers"	1	312	500 00	1 60
Total (excluding "general officers").....	14	3,941	\$6,224 86	\$1 58
Distribution of above:				
General administration....	2	645	\$1,050 00	\$1 63
Maintenance of way and structures	4	1,067	1,567 58	1 47
Maintenance of equipment.....	1	365	427 05	1 17
Conducting transportation	8	2,178	3,680 25	1 69

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passen- gers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	57,920			
Number of passengers carried one mile	285,412			
Number of passengers carried one mile per mile of road	57,082			
Average distance carried, miles	4.93			
Total passenger revenue.....		8,318	41	
Average amount received from each passenger.....			14	353
Average receipts per passenger per mile.....			02	913
Total passenger earnings.....		9,060	72	
Passenger earnings per mile of road		1,810	14	4
Passenger earnings per train mile.....			53	682
Freight traffic:				
Number of tons carried of freight earning revenue....	6,038			
Number of tons carried one mile	30,165			
Number of tons carried one mile per mile of road.....	6,038			
Average distance haul of one ton, miles	5			
Total freight revenue		7,889	22	
Average amount received for each ton of freight.....			130	768
Average receipts per ton per mile.....			26	154
Total freight earnings		7,889	22	
Freight earnings per mile of road		1,577	84	4
Freight earnings per train mile.....			315	569
Total traffic:				
Gross earnings from operation.....		17,128	94	
Gross earnings from operation per mile of road		3,425	96	8
Gross earnings from operation per train mile.....			101	601
Operating expenses.....		11,186	23	
Operating expenses per mile of road.....		2,237	24	6
Operating expenses per train mile			66	348
Income from operation		5,943	71	
Income from operation per mile of road		1,188	74	2
Train mileage:				
Mileage of revenue passenger trains... ..	14,360			
Mileage of revenue mixed trains... ..	2,500			
Total revenue train mileage.....	16,860			
Mileage of nonrevenue trains	3,325			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	Total freight tonnage— whole tons.
Total tonnage.....	6,063	6,063

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger and freight	2	2	2	Eames.		
Total locomotives in service	2	2	2	Eames.		
Total locomotives owned	2	2	2	Eames.		
Cars—owned and leased:						
In passenger service—						
First-class cars	2	2	2	Eames.		
Combination cars	1	1	1	Eames.		
Excursion cars	2	2	2	Eames.		
Total	5	5	5	Eames.		
In freight service—						
Box cars	2	2				
Flat cars	6	6				
Total	8	8				
Total cars in service	13	13	5	Eames.		
Total cars owned	13	13	5	Eames.		

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Total mileage operated (all tracks)	5	.....	5	.....	.....	5

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— —cords.		Total fuel consumed tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	171.00	.....	.....	171.00	14,860	23.32
Freight, mixed.....	29.87	.....	.....	29.87	2,500	23.90
Switching	39.68	.....	.....	39.68	3,325	23.27
Total	240.55	.....	.....	240.55	20,185	23.33
Average cost at distributing point.....	\$2.99					

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. Ft. In.	Minimum length. Ft. In.	Maximum length. Ft. In.	Item.	Number.	Height of lowest above surface of rail. Ft. In.
Bridges:					Overhead Highway Crossings:		
Stone ...							
Iron. ...					Overhead Railway Crossings:		
Wooden.							
Total..							
Trestles...	1	45					
	1	42					

Gauge of track, 2 feet—5 miles.

Report of the Lime Rock Railroad Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report. Lime Rock Railroad Company.
Date of organization. 1884.

Under laws of what government, state or territory organized. State of Maine.
By special charter amended 1873, 1887 and 1889.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Robert Winsor	Boston, Mass	Last Tuesday in January, 1901.
A. F. Crockett	Rockland, Me.....	Last Tuesday in January, 1901.
Alfred Winsor	Boston, Mass.	Last Tuesday in January, 1901.
Henry H. Skinner.....	Springfield, Mass.....	Last Tuesday in January, 1901.
Fred E. Richards.....	Portland, Me.....	Last Tuesday in January, 1901.
H. L. Shepherd.	Rockport, Me.....	Last Tuesday in January, 1901.
W. T. Cobb.....	Rockland, Me.....	Last Tuesday in January, 1901.

Total number of stockholders at date of last election, 9.

Date of last meeting of stockholders for election of directors, February 12, 1900.

Post office address of general office, Rockland, Me.

Post office address of operating office, Rockland, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Fred E. Richards	Portland, Me.
President	Fred E. Richards ..	Portland, Me.
Secretary	Stephen C. Perry.....	Portland, Me.
Treasurer	Joseph Remick	Boston, Mass.
Attorney, or General Counsel ..	C. E. Littlefield.....	Rockland, Me.
General Superintendent.....	Geo. P. White.....	Rockland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
.....	Limestone quarries	.....	11.30	
.....	Trackage rights	.....	1.27	
Total			12.57	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	4,500	\$100	\$450,000	\$450,000	4%	\$18,000 00
Manner of Payment for Capital Stock.		Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.	
Issued for cash: common				4,500		\$45,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
Consolidated mortgage ..	July 1, 1899	July 1, 1929	\$425,000	\$460,000	\$400,000	*\$400,000	4	Jan. & July	\$ 22,318 76	\$ 22,318 76

* Refunded old bonds.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Total.....	\$400,000 00	\$400,000 00	\$22,318 76	\$22,318 76

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash.....	\$514 33	Loans and bills payable	\$4,789 13
Due from solvent companies and individuals	16,756 59	Audited vouchers and accounts.....	2,275 23
		Miscellaneous, unpaid interest on note	33 12
		Total current liabilities ..	\$7,157 48
		Balance—cash assets	10,113 44
Total—cash and current assets	\$17,270 92	Total	\$17,270 92

Materials and supplies on hand, \$609.80.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$450,000 00	.....	.....	11.30	\$39,823 00
Bonds	400,000 00	.....	.....		35,398 00
Total	\$850,000 00	.....	.....	11.30	\$75,221 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.				
	Charged to income account as permanent improvements.	Charged to construction or equipment.				
Construction:						
Engineering		\$81 75	\$5,353 33	\$5,435 08		
Right of way		1,041 01	88,210 88	89,251 89		
Grading, road built by contract			19,000 00	19,000 00		
Bridges, trestles, and culverts			150,452 06	150,452 06		
Ties			6,762 86	6,762 86		
Rails			41,666 91	41,666 91		
Fencing right of way			1,115 43	1,115 43		
Shops, roundhouses, etc.			10,852 13	10,852 13		
Tools			664 48	664 48		
Miscellaneous structures			20,540 38	20,540 38		
Interest and discount			13,190 73	13,190 73		
General expenses		111 60	23,422 77	23,533 77		
Total construction		\$1,233 76	\$381,231 96	\$382,465 72	\$33,846 52	
Equipment:						
Locomotives			\$18,811 53	\$18,811 53		
Cars of all classes			96,184 69	96,184 69		
Total equipment			\$114,996 22	\$114,996 22	\$10,176 66	
Total construction		\$1,233 76	381,231 96	382,465 72	33,846 52	
Total cost construction, equipment, etc		\$1,233 76	\$496,228 18	\$497,461 94	\$44,023 18	

INCOME ACCOUNT.

Gross earnings from operation	\$77,006 59	
Less operating expenses	27,228 05	
Income from operation		\$49,768 04
Miscellaneous income—less expenses		2,064 24
Total income		\$51,832 28
Deductions from income:		
Interest on funded debt accrued	\$22,818 76	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	528 88	
Taxes	1,268 00	
Total deductions from income		24,115 64
Net income		\$27,716 64
Dividends, 4 per cent, common stock		18,000 00
Surplus from operations of year ending June 30, 1900		\$ 9,716 64
Surplus on June 30, 1899		22,681 64
		\$32,408 28
Deductions for year, credited surplus fund		6,000 00
Surplus on June 30, 1900		\$26,408 28

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Freight revenue			\$75,989 09
Other earnings from operation: Switching charges—balance			1,067 50
Total gross earnings from operation			\$77,006 59

MISCELLANEOUS INCOME.

Item.	Gross income.	Less ex- penses.	Net mis- cellane- ous income.
Rents			\$ 730 07
Income from sinking fund			1,334 17
Total			\$2,064 24

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$3,238 99
Renewals of ties	942 56
Repairs and renewals of fences, road crossings, signs, and cattle guards	56 04
Repairs and renewals of buildings and fixtures.....	160 79
Repairs and renewals of trestles.	1,341 53
Other expenses, land rent	280 00
Total	\$5,965 21
Maintenance of equipment:	
Repairs and renewals of locomotives....	\$308 52
Repairs and renewals of freight cars	3,548 90
Total	\$3,857 42
Conducting transportation:	
Engine and roundhouse men	\$3,734 77
Fuel for locomotives	3,452 77
Water supply for locomotives.. ..	257 81
Oil, tallow and waste for locomotives.....	272 66
Train service.	4,367 21
Train supplies and expenses	29 18
Flagmen.....	631 50
Hire of equipment—balance.....	608 00
Loss and damage	55 45
Total	\$12,407 35
General expenses:	
Salaries of general officers	\$2,372 20
General office expenses and supplies....	143 97
Insurance.....	1,653 63
Other expenses.....	889 77
Total	\$5,008 57
Recapitulation of expenses:	
Maintenance of way and structures.....	\$5,965 21
Maintenance of equipment	3,857 42
Conducting transportation.....	12,407 35
General expenses.....	5,008 57
Grand total	\$27,228 55

Percentage of expenses to earnings, 35.87.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$381,231 26		Cost of road.....	\$382,465 72		\$1,233 76	
114,996 22	\$496,228 18	Cost of equipment	114,996 22	\$497,461 94		
	35,250 00	Real estate.....		35,625 00	375 00	
	14,481 42	Cash and current assets		17,270 92	2,789 50	
2,966 85		Other assets:				
		Materials and supplies	608 80			
52,000 00		Sinking fund.....				
62 02	55,055 87	Sundries.....	62 02			
		Refunding acc't.	30,536 08	31,207 90		\$23,947 97
	\$601,015 47	Grand total.....		\$581,565 78		\$19,449 71
		LIABILITIES.				
	\$48,600 00	Capital stock, \$450,000 paid in.....		\$48,000 00		
	397,000 00	Funded debt		400,000 00	\$3,000 00	
	39,523 83	Current liabilities		7,157 48		\$32,166 85
\$34,000 00		Depreciation acc't	\$34,000 00			
12,000 00		Contingent fund.....	12,000 00			
48,000 00	94,000 00	Surplus fund.....	54,000 00	100,000 00	6,000 00	
	22,691 64	Profit and loss.....		28,408 28	3,716 64	
	\$601,015 47	Grand total		\$581,565 78		\$19,449 71

IMPORTANT CHANGES DURING THE YEAR.

Refunded first and second mortgage bonds with a new issue of \$425,000 four per cent consolidated mortgage bonds.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To —	Miles.	
Consolidated mortgage .. .	Whole line.....	.....	11.30	\$35,386

All equipment mortgaged. Income and securities not mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3	889	\$2,223 20	\$3 87
Enginemen.....	2	770	2,049 88	3 85
Firemen.....	2	682	1,311 89	1 75
Conductors.....	2	634	1,429 88	2 25
Other trainmen.....	6	1,907	2,887 33	1 54
Section foremen.....	1	276	483 94	1 75
Other trackmen.....	6	1,508	2,354 85	1 50
Flagmen.....	2	626	631 50	1 01
All other employees and laborers.....	1	365	460 00	1 33
Total (including "general officers").....	25	7,716	\$13,634 57	\$1 77
Less "general officers".....	3	889	2,223 20	
Total (excluding "general officers").....	22	6,777	\$11,472 37	\$1 69
Distribution of above:				
General administration.....	3	839	\$3,223 20	\$3 87
Maintenance of way and structures.....	7	1,780	2,788 89	1 54
Conducting transportation.....	15	4,997	8,738 48	1 75

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Freight traffic:				
Number of tons carried of freight earning revenue....	267,830			
Total freight revenue.....		75,869 09		
Average amount received for each ton of freight....			28	354
Total freight earnings.....		75,869 09		
Freight earnings per mile of road.....		6,041 30		
Total traffic:				
Gross earnings from operation.....		77,006 59		
Gross earnings from operation per mile of road.....		6,126 23		
Operating expenses.....		27,238 55		
Operating expenses per mile of road.....		2,166 95		
Income from operation.....		49,768 04		
Income from operation per mile of road.....		3,859 27		
Car mileage, etc.:				
Average number of tons of freight in each loaded car.....	6			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	Total freight tonnage— whole tons.
Total tonnage.....	248,116	19,704	267,820

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Freight		8				
Total locomotives in service.		8				
Total locomotives owned		8				
Cars—owned and leased:						
In freight service—						
Flat cars.....		12				
Dump cars		401				
Total		413				
In company's service—						
Caboose cars.....		1				
Total cars in service		414				

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Total mileage operated (all tracks).....	11.30	.....	.....	1.27	12.57	8.18	8.19

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel:				Cedar	3,071	
Total steel	1.5	56	22 06½	Hackmatack	253	
				Hemlock	197	
				Juniper	51	
				Total	3,572	.264

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Freight	*844.92			844.92		
Total	844.92					
Average cost at distributing point	†\$2.60					

* Net tons.

† Gross tons.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.			Item.	Number.	Height of lowest above surface of rail.	
		Ft. In.	Ft. In.	Maximum length. Ft. In.			Ft. In.	
Bridges:					Overhead Highway Crossings:			
Iron.....	1	35.6						
Wooden.	1	35.6			Overhead Railway Crossings:			
Total..								
Trestles ..	10	14,992.6	48	3,386				

Gauge of track, 4 feet, 8½ inches—11.30 miles.

Report of the Maine Central Railroad Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report. Maine Central Railroad Company.
Date of organization. October 28, 1862.

Under laws of what government, state or territory organized. Under laws of State of Maine, special acts of April 1, 1856, March 17, 1862, February 25, 1867, February 18, 1869, February 17, 1872, February 26, 1873, February 27, 1878, February 26, 1874, February 18, 1876, February 19, 1878, January 30, 1885, January 28, 1887, March 13, 1888, February 17, 1891.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:

Androscoggin and Kennebec Railroad Company, charter March 28, 1845.

Penobscot and Kennebec Railroad Company, charter April 5, 1845.

Portland and Kennebec Railroad Company, formed by foreclosure on Kennebec and Portland Railroad, and organized May 20, 1862.

Somerset and Kennebec Railroad Company, charter August 10, 1848.

Androscoggin Railroad Company, charter August 10, 1848.

Leeds and Farmington Railroad Company, formed by foreclosure of part of Androscoggin Railroad and organized May 11, 1865.

Maine Shore Line Railroad Company, charter March 4, 1881.

*European and North American Railway Company, charter August 20, 1860.

*Eastern Maine Railroad Company, foreclosure of Bucksport and Bangor Railroad and organized February 1, 1882.

*Portland and Ogdensburg Railway, foreclosure of Portland and Ogdensburg Railroad Company, and organized June 8, 1886.

*Dexter and Newport Railroad Company, charter March 30, 1853.

*Dexter and Piscataquis Railroad Company, charter October 24, 1888.

*Belfast and Moosehead Lake Railroad Company, charter February 28, 1867.

*Upper Coos Railroad Company, charter August 23, 1863.

*Hertford Railway Company, charter June 23, 1887, and May 14, 1888.

*†Knox and Lincoln Railway, charter August 13, 1849.

Date and authority for each consolidation:

Androscoggin and Kennebec and Penobscot and Kennebec Railroad Companies consolidated with Maine Central Railroad Company October 28, 1862.

Portland and Kennebec, Somerset and Kennebec, and Leeds and Farmington Companies merged November 16, 1874, act of February 26, 1873.

†Androscoggin Railroad, June 29, 1871, lease for 999 years.

Maine Shore Line Railroad, January 28, 1887, purchased by authority of special law of January 28, 1887.

European and North American Railway, April 1, 1862, lease for 999 years.

Eastern Maine Railroad, May 1, 1863, lease for 999 years.

Portland and Ogdensburg Railroad, August 20, 1886, lease for 999 years.

Dexter and Newport Railroad, December 13, 1888, lease for 999 years.

Dexter and Piscataquis Railroad, December 30, 1888, lease for 999 years.

Belfast and Moosehead Lake Railroad, May 10, 1871, lease for 50 years.

Upper Coos Railroad, May 1, 1860, lease for 999 years.

Hertford Railway, May 1, 1890, lease for 999 years.

Knox and Lincoln Railway, July 20, 1891, lease for 1,000 years.

The Knox and Lincoln Railway, chartered August 13, 1849, sold to Penobscot Shore Line Railway, chartered March 2, 1881. Name of Penobscot Shore Line Railway changed by special law of Maine, January 21, 1891, to Knox and Lincoln Railway.

* Leased roads. † Rental paid in advance.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
William G. Davis	Portland, Me.	October 17, 1900.
George F. Evans.	Portland, Me.	October 17, 1900.
Lucius Tuttle.....	Boston, Mass.	October 17, 1900.
Samuel C. Lawrence.....	Medford, Mass.	October 17, 1900.
William P. Frye . . .	Lewiston, Me.	October 17, 1900.
Joseph S. Ricker.	Portland, Me.	October 17, 1900.
Lewis C. Ledyard.....	New York, N. Y.	October 17, 1900.
Joseph H. Manley.....	Augusta, Me.	October 17, 1900.
Henry M. Whitney.....	Boston, Mass.	October 17, 1900.
Henry R. Reed.....	Boston, Mass.	October 17, 1900.
Thomas W. Hyde.....	Bath, Me.	October 17, 1900.
John Ware.....	Waterville, Me.	October 17, 1900.
Franklin A. Wilson....	Bangor, Me.	October 17, 1900.
George P. Wescott.....	Portland, Me.	October 17, 1900.

Total number of stockholders at date of last election, 829.

Date of last meeting of stockholders for election of directors, October 18, 1899.

Post office address of general office, Portland, Me.

Post office address of operating office, Portland, Me.

OFFICERS.

Title.	Name.	Location of Office.
President.	Lucius Tuttle	Portland, Me.
Vice-Pres. and General Manager	George F. Evans.....	Portland, Me.
Clerk of Corporation	Josiah H. Drummond...	Portland, Me.
Treasurer.....	George W. York.....	Portland, Me.
Paymaster.....	Thomas P. Shaw.....	Portland, Me.
General Auditor.....	George S. Hobbs.....	Portland, Me.
Chief Engineer.....	Theo. L. Dunn.....	Portland, Me.
General Superintendent.....	Morris McDonald.....	Portland, Me.
Division Superintendent.....	Elton A. Hall.....	Portland, Me.
Division Superintendent.....	A. A. White.....	Bangor, Me.
Division Superintendent.....	George F. Black.....	Portland, Me.
General Freight Agent	W. K. Sanderson.....	Portland, Me.
General Pass. and Ticket Agent	F. E. Boothby.....	Portland, Me.
General Baggage Agent.....	H. H. Towle.....	Portland, Me.
Supt. of Motive Power	Amos Pillsbury.....	Portland, Me.
Master Car Builder	Charles H. Kenison.....	Portland, Me.
Purchasing Agent.....	Charles D. Barrows. .	Portland, Me.
Claim Agent	John S. Heald.....	Portland, Me.
Car Accountant	W. B. Drew	Portland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Maine Central Railroad.....	Portland	Bangor	136.60	
	Brunswick.....	Bath	8.90	
	Cumberland Junc.	Skowhegan	91.30	
	Brunswick.....	Farmington	63.60	
	Crowley's Junct..	Lewiston	4.80	
	Brewer Junction..	Mt. Desert Ferry..	41.13	
	*Gardiner Junct..	Copsecook Mill...	1.15	346.38
Leased Lines:				
Knox & Lincoln Railway	Woolwich.....	Rockland	47.08	48.39
	Rockland	Wharf	1.36	
Belfast & Moosehead Lake R. R.	Burnham Junct. .	Belfast	33.13	
Dexter and Newport Railroad ...	Newport	Dexter	14.23	
Dexter and Piscataquis Railroad	Dexter Junct.	Foxcroft	16.54	
European & No. American R'y...	Bangor	Vanceboro 114.3		
Stillwater Branch	Orono	Stillwater, 3.01	120.34	
Enfield Branch	Enfield	Montague, 3.06		
Eastern Maine Railway.....	Bangor Junct.....	Bucksport	18.80	
Portland & Ogdensburg Railway	Portland	Lunenburg, Vt... 109.10	109.84	
	Union Station ...	Thompson's Pt. .74		
Upper Coos Railroad.....	Quebec Jct., N. H.	Canada Line near Beecher Falls, Vt	55.33	
Herford Railway	Canada Line near Beecher Falls, Vt	Lime Ridge, Can..	52.85	469.45
Total				815.83

*Branch opened during year from Gardiner Junction to Copsecook Mill, 1.15 miles.

NAME OF ALL COAL, BRIDGE, CANAL OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of business.	Title (owned, leased, etc.)	State or territory.
Bar Harbor Ferry	Steam Ferry	Owned	Maine.
Bath Ferry	Steam Ferry	Leased	Maine.

The Maine Central Railroad Company owns and operates as a part of its line, a steam ferry between Mt. Desert ferry landing and Bar Harbor, 7 70-100 miles, and leases and operates a steam ferry between Bath and Woolwich, 60-100 of a mile. Both ferries are used for the transportation of passengers, freight, mail and express.

Separate accounts of the earnings and expenses of these ferries are not kept but enter into the general accounts of the company, the same as the earnings, and expenses of its rail lines.

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

Controlled by Boston & Maine Railroad through ownership of a majority of capital stock, control effected December 2, 1884.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock:						
Maine Central, common	100,000	\$100	\$10,000,000	\$4,975,900	6%	\$298,543 50
Maine Central, scrip				1,100		
Androscoggin & Kennebec stocks, bonds				11,000		
Total	100,000	\$100	\$10,000,000	\$4,988,000		\$298,543 50

Manner of Payment for Capital Stock.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding	Total cash realized.
Issued for cash: common			13,748	\$1,374,600 00
Stock, scrip			11	1,100 00
Issued for reorganization			38,013	
Androscoggin & Kennebec stock, bonds			110	
Total			49,880	\$1,375,700 00

Dividend No. 49, July 1, 1899, 1½% on \$4,975,600 \$74,634 00

Dividend No. 50, October 1, 1899, 1½% on \$4,975,800 74,634 00

Dividend No. 51, January 1, 1900, 1½% on \$4,975,800. 74,637 00

Dividend No. 52, April 2, 1900, 1½% on \$4,975,900..... 74,638 50

Total **\$298,543 50**

The Maine Central scrip, and the Androscoggin and Kennebec stock bonds, amounting in all to \$12,100, are exchangeable for Maine Central stock on presentation.

FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate— %	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Maine Central extens'n bonds	Oct. 1, 1870	Oct. 1, 1900	\$500,000 00	\$498,500 00	\$441,500 00	\$436,400 00	00 6	April and Oct.	\$36,490 00	\$36,130 00
Maine Central consols	Apr. 1, 1872	Apr. 1, 1912	3,824,000 00	3,824,000 00	3,824,000 00	3,767,114 00	00 7	April and Oct.	\$74,890 00	\$72,247 50
Maine Central consols	Apr. 1, 1873	Apr. 1, 1912	268,500 00	268,500 00	268,500 00	269,500 00	00 5	April and Oct.	13,475 00	13,453 50
Maine Central consols	Apr. 1, 1873	Apr. 1, 1912	1,525,000 00	1,525,000 00	1,525,000 00	1,632,928 85	44	April and Oct.	68,625 04	68,806 25
Maine Central consols	Apr. 1, 1873	Apr. 1, 1912	2,824,000 00	2,824,000 00	2,824,000 00	2,850,451 35	4	April and Oct.	112,980 04	113,080 00
Maine Central col'trust bonds	June 1, 1888	June 1, 1923	700,000 00	700,000 00	668,000 00	706,500 00	00 5	June and Dec.	33,450 00	33,550 00
Maine Shore Line R. R. bonds	June 1, 1888	June 1, 1923	750,000 00	750,000 00	81,000 00	76,137 80	6	June and Dec.	*4,560 00	4,560 00
Maine Central interest scrip..	May 23, 1870	.....	386,892 00	386,892 00	15,192 00	.....	.....	.....	.....	.....
MISCELLANEOUS OBLIGATIONS										
Maine Central sinking fund..	Feb. 1, 1886	Feb. 1, 1905	\$600,000 00	\$600,000 00	\$600,000 00	\$600,000 00	00 4 1/2	Feb. and Aug.	\$27,000 00	\$27,652 50
Maine Central Impt. Class A..	July 1, 1886	July 1, 1916	200,000 00	200,000 00	200,000 00	204,000 00	00 4 1/2	Jan. and July	11,250 00	90,297 50
Maine Central Impt. Class B..	July 1, 1887	July 1, 1917	250,000 00	250,000 00	250,000 00	255,000 00	00 4 1/2	Jan. and July	.....	.....
Total:										
Mortgage bonds .....	.....	.....	\$1,050,000 00	\$1,050,000 00	\$1,050,000 00	\$1,050,000 00	.....	.....	\$47,350 00	\$47,880 00
Miscellaneous obligations..	.....	.....	\$11,336,892 00	\$11,336,892 00	\$9,742,192 00	\$9,757,637 00	.....	.....	\$634,940 00	\$631,966 25
Grand total .....	.....	.....	\$12,386,892 00	\$11,256,562 00	\$10,792,192 00	\$10,816,637 00	.....	.....	\$681,480 00	\$679,886 25

* The amount of interest (\$4,560.00) shown as accrued during the year on the Maine Shore Line Railroad bonds is on \$78,000. The Maine Central R. R. Co. owns \$5,000 from which the coupons are cut off and cancelled as they become due.
† Maine Central interest scrip, \$5,192.00 is exchangeable for Maine Central consols.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$10,306,892 00	\$9,742,192 00	\$584,340 00	\$581,956 25
Miscellaneous obligations	1,050,000 00	1,050,000 00	47,350 00	47,890 00
Total	\$11,356,892 00	\$10,792,192 00	\$631,490 00	\$629,846 25

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash ..	\$322,347 76	Loans and bills payable.....	\$100,000 00
Bills receivable.....	156,000 00	Audited vouchers and ac- counts	535,444 32
Due from agents	100,968 32	Wages and salaries	79,565 19
Due from solvent companies and individuals	210,531 51	Dividends not called for.....	8,892 04
Net traffic balances due from other companies	94,492 29	Matured interest coupons un- paid (including coupons due July 1).....	36,881 75
		Rents due July 1	53,975 00
		Total—current liabilities.	\$814,758 30
Total—cash and current assets	\$884,369 87	Balance—cash assets.....	69,611 57
		Total	\$884,369 87

Materials and supplies on hand, \$629,435.97.

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$4,868,000 00	\$4,868,000 00	.....	346.38	\$14,400 00
Bonds	10,792,192 00	10,792,192 00	.....	346.38	31,157 00
Total	\$15,780,192 00	\$15,780,192 00	.....	346.38	\$45,557 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Maine Central Railroad.....	\$4,868,000	\$10,792,192	\$15,780,192	346.38	\$45,557
Belfast and Moosehead Lake Railroad.....	648,100	122,500	770,600	33.13	23,280
Dexter and Newport Railroad	122,000	175,000	297,000	14.23	20,371
Dexter and Piscataquis Railroad	122,000	175,000	297,000	16.54	17,956
European and North American Railway	2,494,100	1,000,000	3,494,100	130.24	29,085
Eastern Maine Railroad	200,000	.....	200,000	18.80	10,638
Knox and Lincoln Railway ..	200,000	1,700,000	1,900,000	48.39	39,264
Portland and Ogdensburg Railway	4,392,558	2,119,080	6,511,538	109.84	59,282
Upper Coos Railroad	350,000	1,043,000	1,393,000	65.33	23,176
Herford Railway	800,000	800,000	1,600,000	52.85	30,274
Total.....	\$14,313,738	\$17,926,692	\$32,240,430	815.83	\$39,522

The Androscoggin Railroad being mortgaged as security for the Maine Central Railroad consolidated bonds the mileage of that road, viz: 31 miles, is included as Maine Central mileage in computing the amount of stock and bonds per mile found in the foregoing tables.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating ex- penses.			
		Charged to income account as permanent improvements.				Charged to construction or equipment.
Construction:					
Engineering			\$ 855 23		
Real estate.....			2,920 55		
Bridges, trestles, and culverts.....			3,066 89		
Ties.....			873 55		
Rails.....			1,828 58		
Track fastenings.....			600 67		
Frogs and switches.....			486 55		
Ballast.....			894 71		
Track laying and surfacing.....			1,308 83		
Crossings, cattle guards, and signs.....			178 01		
Legal expenses.....			155 75		
Total construction			\$13,272 45	\$13,082,524 86	\$13,045,797 81
Total equipment				2,434,639 47	2,434,639 47
Grand total cost construction, equipment, etc			\$13,272 45	\$15,467,164 33	\$15,480,436 78
					\$44,692 06

INCOME ACCOUNT.

Gross earnings from operation	\$5,640,728 88	
Less operating expenses	8,758,971 53	
Income from operation		\$1,886,752 15
Dividends on stocks owned	\$15,527 85	
Interest on bonds owned	35 00	
Miscellaneous income—less expenses	42,881 78	
Income from other sources		57,944 58
Total income		\$1,944,686 78
Deductions from income:		
Interest on funded debt accrued	\$581,490 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	3,380 12	
Rents paid for lease of road	646,525 78	
Taxes	147,708 54	
Paid trustees sinking fund	29,440 00	
Total deductions from income		1,408,539 42
Net income		\$536,157 31
Dividends, common stock 6 per cent		298,543 50
Surplus from operations of year ending June 30, 1900.		\$237,618 81
Surplus on June 30, 1899		124,380 24
		\$361,994 05
Deductions for year *		157,568 75
Surplus on June 30, 1900		\$204,430 30

DEDUCTIONS FOR YEAR.

*Capital stock of the Portland, Mt. Desert and Machias Steamboat Com- pany charged off as being without marketable value ..	\$91,000 00
Reduction in valuation of capital stock of Knox and Lincoln Railway to par	62,467 28
Miscellaneous accounts	4,096 47
	\$157,563 75

EARNINGS FROM OPERATION—ENTIRE LINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$2,037,689 53		
Less repayments—			
Tickets redeemed.....		\$3,515 39	
Excess fares refunded.....		7,424 09	
Other repayments.....		5,556 05	
Total deductions.....		\$16,555 53	
Total passenger revenue.....			\$2,021,144 00
Mail.....	\$180,377 89		
Express ..	77,124 46		
Extra baggage and storage.....	24,694 01		
Other items.....	11,852 15		304,148 50
Total passenger earnings.....			\$2,325,292 50
Freight:			
Freight revenue.....	\$5,324,140 80		
Less repayments—			
Overcharge to shippers.....		\$44,727 54	
Other repayments.....		2,140 19	
Total deductions.....		\$46,867 73	
Total freight revenue.....			\$5,277,273 07
Other items.....			10,356 11
Total freight earnings.....			\$5,287,631 18
Total passenger and freight earnings...			\$5,613,923 68
Other earnings from operation:			
Rents from tracks, yards and terminals..			27,800 00
Total gross earnings from operation —entire line.....			\$5,640,723 68

STOCKS OWNED.

Railway Stocks.	Total par value.	Rate—%.	Income or dividend received.	Valuation.
Boston & Maine Railroad.....	\$4,700 00	1½	\$82 25	\$4,700 00
Portland and Ogdensburg Railway	198,180 00	2	3,963 60	79,272 00
Knox & Lincoln Railway.....	200,000 00	5	10,000 00	200,000 00
Bridgton and Saco River Railroad.....	5,000 00	4	2,000 00	5,000 00
Portland & Rochester Railroad .....	.....	6	282 00	
Total	\$407,880 00	..	14,527 85	\$288,972 00

OTHER STOCKS.

St. John Bridge & Railway Extension Company	\$20,000 00	5	\$1,000 00	\$20,000 00
Portland Union Railway Station Company	25,000 00	..	.....	25,000 00
Total	\$45,000 00	..	\$1,000 00	\$45,000 00
Grand total.....	\$452,880 00	..	\$15,527 85	\$333,972 00

On account of the sale of the Portland & Rochester Railroad to the Boston & Maine Railroad, 47 shares of stock of the former company, on which dividends at the rate of 6% amounting to \$382 had been paid during the year, were exchanged in January 1, 1900, for 47 shares of Boston & Maine stock. One quarterly dividend of 1½% was received from Boston & Maine Railroad after exchange.

2,200 shares of Portland, Mt. Desert & Machias Steamboat Company stock being without marketable value has been charged off to profit and loss, and the valuation of the Knox & Lincoln Railway stock, \$62,457.28, has been reduced to its par value.

BONDS OWNED.

Name.	Total par value.	Rate-%.	Income or interest received.	Valuation.
Maine Central Railroad Company consols ...	\$ 500 00	7	\$35 00	\$ 500 00
*Upper Coos Railroad.....	118,000 00	4½	.....	118,000 00
*Knox and Lincoln Railway ...	31,000 00	5	.....	31,000 00
*Maine Shore Line Railroad Company.....	5,000 00	6	.....	5,000 00
Total	\$154,500 00	...	\$35 00	\$154,500 00

*The coupons on the bonds of the Upper Coos Railroad, Knox and Lincoln Railway and the Maine Shore Line Railroad are cut off and cancelled as they become due.

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property	Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks:				
Mattawamkeag to....	Vanceboro	Canadian Pacific Ry.	\$23,800 00	
Lewiston to.....	Rumford Junc ...	Portland & Rumford Falls Railway	4,000 00	
				\$27,800 00

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents and wharfage ...	\$42,381 73	.....	\$42,381 73

OPERATING EXPENSES—WHOLE LINE.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$428,414 27
Renewals of rails	64,661 83
Renewals of ties	97,090 15
Repairs and renewals of bridges and culverts	54,174 70
Repairs and renewals of fences, road crossings, signs and cattle guards	19,125 79
Repairs and renewals of buildings and fixtures	101,705 83
Repairs and renewals of docks and wharves	7,170 47
Repairs and renewals of telegraph	116 46
Stationery and printing	908 94
Other expenses	18,269 40
Total	\$786,165 83
Maintenance of equipment:	
Superintendence	\$16,817 62
Repairs and renewals of locomotives	289,082 45
Repairs and renewals of passenger cars	26,485 90
Repairs and renewals of freight cars	385,326 81
Repairs and renewals of work cars	15,026 08
Repairs and renewals of marine equipment	8,861 08
Repairs and renewals of shop machinery and tools	16,609 68
Stationery and printing	1,077 49
Other expenses	281 08
Total	\$849,709 44
Conducting transportation:	
Superintendence	\$55,581 88
Engine and roundhouse men	304,083 19
Fuel for locomotives	442,815 95
Water supply for locomotives	24,309 14
Oil, tallow and waste for locomotives	7,456 83
Other supplies for locomotives	2,972 88
Train service	219,940 28
Train supplies and expenses	51,166 89
Switchmen, flagmen and watchmen	145,722 70
Telegraph expenses	31,023 67
Station service	232,741 06
Station supplies	66,430 89
Car mileage—balance	110,016 08
Loss and damage	17,929 87
Injuries to persons	161,847 70
Clearing wrecks	4,852 68
Operating marine equipment	30,259 45
Advertising	15,063 65
Outside agencies	1,991 12
Commissions	5,411 47
Rents of tracks, yards and terminals	7,500 00
Rents of buildings and other property	10,504 60
Stationery and printing	19,586 75
Other expenses	1,964 08
Total	\$1,969,577 64
General expenses:	
Salaries of general officers	\$32,947 97
Salaries of clerks and attendants	31,688 80
General office expenses and supplies	14,689 60
Insurance	37,381 56
Law expenses	18,189 16
Stationery and printing (general offices)	8,807 49
Other expenses	1,819 86
Total	\$128,450 13
Recapitulation of expenses:	
Maintenance of way and structures	\$786,165 83
Maintenance of equipment	849,709 44
Conducting transportation	1,969,577 64
General expenses	128,450 13
Grand total	\$3,733,971 53

Percentage of expenses to earnings—entire line, 66.551.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
European and North American Ry.....	\$40,000 00		\$125,500 00	\$165,500 00
Belfast & Moosehead Lake Railroad.....			36,000 00	36,000 00
Dexter and Newport Railroad	7,000 00	\$6,100 00	250 00	13,350 00
Eastern Maine Railroad.....			9,500 00	9,500 00
Portland and Ogdensburg Railway	113,950 00	87,850 76	500 00	202,300 76
Dexter and Piscataquis Railroad	7,000 00		6,350 00	13,350 00
Upper Coos Railroad	\$9,875 00	21,000 00	500 00	61,375 00
Hereford Railway	\$2,000 00	32,000 00	500 00	64,500 00
Knox and Lincoln Railway.....	70,450 80	10,000 00	200 00	80,650 00
Total rents	\$310,275 00	\$156,950 76	\$178,300 00	\$646,525 76

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Terminals: Union Station ...	Portland, Me	Portland Union Rail- way Station Co ..	.....	\$7,500 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease
\$			\$			
13,062,524 96	Cost of road		13,045,797 31		\$13,273 45	
2,434,639 47	Cost of equipment		2,434,639 47			
487,459 28	Stocks owned		333,972 00			\$153,487 28
154,500 00	Bonds owned		154,500 00			
814,026 60	Cash and current assets		884,369 87		70,343 27	
	Other assets:					
421,519 41	Materials and supplies		629,435 97		207,916 56	
518,855 77	Sinking funds		571,442 48		52,586 71	
17,863,505 39	Grand total		18,054,157 10		\$190,651 71	
	LIABILITIES.					
\$4,987,800 00	Capital stock		\$4,988,000 00		\$200 00	
10,792,192 00	Funded debt		10,792,192 00			
307,834 84	Current liabilities		814,758 30			\$506,923 46
144,634 01	Accrued interest on funded debt not yet payable		139,973 22			4,661 79
113,475 07	Accrued rent not yet payable ..		118,100 07		4,625 00	
45,907 71	Accrued taxes not yet payable		70,790 09		24,882 38	
50,000 00	Appropriation for equip'm't under construction		175,000 00		125,000 00	
67,186 44	Injury fund		68,332 33		1,145 89	
111,139 31	Sundry lease ac'ts		111,139 31			
518,855 77	Sinking funds for redemption of bonds		571,442 48		52,586 71	
124,380 24	Profit and loss		204,430 30		80,050 06	
17,863,505 39	Grand total ..		18,054,157 10		\$190,651 71	

IMPORTANT CHANGES DURING THE YEAR.

A branch has been built from Gardiner Junction, Me., to Copescook mill, 1.15 miles.

One share of Maine Central stock issued for Maine Central stock scrip.

Two shares of Maine Central stock issued in exchange for two shares Andros-coggin & Kennebec and Penobscot & Kennebec stock taken up.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Maine Central extension bonds	Danville Jct	Cumberland Jct .	18.3	\$24,136
Maine Central Railroad consol. bonds	Portland	Bangor	304.10	28,118
	Brunswick	Bath		
	Cumberland Jct..	Skowhegan		
	Brunswick	Leeds Jct.		
	Crowley's	Lewiston		
Maine Central col. trust bonds	Leeds Junction...	Farmington	41.13	18,235
Maine Shore Line Railroad bonds	Brewer Junction.	Mt. Desert Ferry.		

All equipment of the Maine Central Railroad Company mortgaged.

Maine Central sinking fund and improvement bonds are not secured by mortgage, and therefore do not appear in the foregoing statement.

EMPLOYEES AND SALARIES—ENTIRE LINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Averaged daily compensation.
General officers.....	14	5,110	\$55,626 88	\$10 89
Other officers.....	33	11,549	38,521 36	3 34
General office clerks.....	110	38,127	74,173 03	1 95
Station agents.....	193	68,410	106,421 43	1 56
Other station men.....	363	116,314	168,145 66	1 45
Enginemen.....	152	50,354	160,567 35	3 19
Firemen.....	154	50,649	99,135 80	1 96
Conductors.....	98	29,781	84,376 40	2 83
Other trainmen.....	238	70,458	129,890 50	1 84
Machinists.....	91	28,725	56,748 95	3 01
Carpenters.....	160	47,635	85,910 65	1 80
Other shopmen.....	98	37,139	64,576 79	1 74
Section foremen.....	164	53,328	93,261 50	1 75
Other trackmen.....	756	203,266	266,906 29	1 31
Switchmen, flagmen and watchmen.....	254	81,529	117,017 66	1 44
Telegraph operators and dispatchers.....	66	25,718	40,331 41	1 69
Employees—account floating equipment.....	44	10,124	19,611 93	1 94
All other employees and laborers.....	512	158,585	243,674 84	1 54
Total (including "general officers").....	3,499	1,086,801	\$1,905,357 43	\$1 75
Less "general officers".....	14	5,110	55,626 88	10 89
Total (excluding "general officers").....	3,485	1,081,691	\$1,849,730 55	\$1 71
Distribution of above:				
General administration.....	107	37,347	\$99,569 44	\$2 67
Maintenance of way and structures.....	1,190	333,322	511,993 87	1 54
Maintenance of equipment.....	336	136,867	229,730 16	1 81
Conducting transportation.....	1,907	588,265	1,064,086 46	1 81

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	2,387,846			
Number of passengers carried one mile.	90,720,987			
Number of passengers carried one mile per mile of road	111,200			
Average distance carried, miles	37.99			
Total passenger revenue		2,021,144	00	
Average amount received from each passenger.....			84	643
Average receipts per passenger per mile			02	228
Total passenger earnings.....		2,335,292	50	
Passenger earnings per mile of road		2,650	21	636
Passenger earnings per train mile.			127	906
Freight traffic:				
Number of tons carried of freight earning revenue ...	3,573,915			
Number of tons carried one mile	239,572,087			
Number of tons carried one mile per mile of road	355,809			
Average distance haul of one ton, miles ...	81.11			
Total freight revenue		3,277,273	07	
Average amount received for each ton of freight....			81	672
Average receipts per ton per mile.....			03	131
Total freight earnings.		3,287,631	18	
Freight earnings per mile of road		4,029	79	383
Freight earnings per train mile.....			211	899
Total traffic:				
Gross earnings from operation		5,640,723	63	
Gross earnings from operation per mile of road		6,914	09	300
Gross earnings from operation per train mile ...			157	461
Operating expenses.....		3,753,971	53	
Operating expenses per mile of road		4,601	41	326
Operating expenses per train mile			111	447
Income from operation.....		1,886,752	15	
Income from operation per mile of road.....		2,312	67	807
Car mileage, etc.:				
Average number of passengers in train.....	50			
Average number of tons of freight in train.....	186.91			
Average mileage operated during the year	815.83			
Train mileage:				
Mileage of revenue passenger trains	1,817,544			
Mileage of revenue freight trains.....	1,550,842			
Total revenue train mileage.....	3,368,386			
Mileage of switching engines ...	1,237,515			
Mileage of working trains	203,964			
Grand total engine mileage	\$4,814,865			

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

Freight originating on this road, whole tons—1,646,409; freight received from connecting roads and other carriers, whole tons—1,927,506; total freight tonnage, whole tons—3,573,915.

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....	1	62	62	Westinghouse	128	
Freight.....	2	71	71	Westinghouse	45	Trojan.
Switching.....	2	32	32	Westinghouse	21	Tower.
Total locomotives in service	5	165	165	.....	101	Trojan.
Total locomotives owned.....	5	165	165	.....	101	
Cars—owned and leased:						
In passenger service—						
First-class cars	1	140	140	Westinghouse	6	National.
Second-class cars.	9	9	9	Westinghouse	27	Miller.
Combination cars.	*1	20	20	Westinghouse	107	Buhoup.
Baggage, express and postal cars.....	5	65	65	Westinghouse	4	Miller.
Observation cars	2	2	2	Westinghouse	5	National.
Total	5	236	236	.....	3	Miller.
In freight service—						
Box cars... ..	79	1081	711	Westinghouse	10	Buhoup.
Flat cars.	*11	2018	1509	Westinghouse	10	Miller.
Stock cars.....	*1	56	50	Westinghouse	2	Gould.
Coal cars	111	360	360	Westinghouse	4	National.
Refrigerator cars.....	13	13	13	Westinghouse	9	Miller.
Total.....	178	3528	2643	.....	52	Buhoup.
In company's service—						
Officers' and pay cars	1	1	1	Westinghouse	2	Miller.
Gravel cars	58	58			324	Trojan.
Derrick cars	*2	19	9	Westinghouse	5	Standard.
Caboose cars	*2	66	49	Westinghouse	751	Gould.
Other road cars.....	*28	309	164	Westinghouse	851	Trojan.
Total	*32	453	223	.....	85	National.
Total cars in service.....	151	4217	3102	.....	25	Standard.
Total cars owned	151	4217	3102	.....	9	Tower.
Cars contributed to fast freight line service.....	48	20	20	Westinghouse	1038	Gould.
					42	Trojan.
					14	Gould.
					7	Trojan.
					50	Norton.
					303	Gould.
					13	Gould.
					3528	
					1	National.
					9	Trojan.
					8	Gould.
					14	Trojan.
					52	Gould.
					1	Standard.
					61	Gould.
					184	Trojan.
					340	
					4104	
					4104	
					27	Trojan.
					21	Gould.

Floating equipment—ferry boats, etc., 5.

* Decrease.

† Combination Miller and Gould with base suitable for interchange with Trojan

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track	345.23	1.15	469.45	815.83	1.15	1.26	614.57
Miles of second track	32.8	.....	7.7	40.5	.....	.....	40.5
Miles of yard track and sidings	132.35	.....	118.32	250.67	.45	42.41	208.26
Total mileage operated (all tracks)	510.38	1.15	586.47	1,107	1.60	43.67	1,063.33

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Maine	345.23	1.15	303.29	649.67	1.15	1.26	643.41
New Hampshire .....	.....	.....	100.13	100.13	.....	.....	100.13
Vermont .....	.....	.....	18.86	18.86	.....	.....	18.86
Dominion of Canada. ....	.....	.....	52.18	52.18	.....	.....	52.18
Total mileage operated (single track)	345.23	1.15	469.45	815.83	1.15	1.26	814.57

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine	345.23	1.15	346.38	1.15	.....	346.38

MILEAGE OF ROAD OPERATED IN MAINE.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track	345.23	1.15	303.29	.....	649.67	1.15	1.26	643.41
Miles of second track	32.80	.....	7.70	.....	40.50	.....	.....	40.50
Miles of yard track and sidings	132.70	.....	80.90	.....	213.60	.45	35.82	177.78
Total mileage operated (all tracks)	510.73	1.15	391.89	.....	903.77	1.60	37.08	886.00

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel.....	4,181.444	75	\$21.26	Cedar.....	361,915	24.33c
				Hackmatack	4,699	27.94c
				Total.....	366,614	24.28c

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		WOOD—cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger		50,215 ¹⁰¹⁹		94 ¹	50,263 ¹⁰¹⁹	1,786,848	56.04
Freight.....		69,874 ⁹⁹⁷		127 ¹	69,968 ¹⁰⁰⁰	1,535,193	91.11
Switching		34,682 ⁹⁹⁰		53 ¹	34,708 ¹⁰⁰⁰	1,233,616	56.27
Construction		5,002 ⁹⁷³		12 ¹	5,008 ⁹⁷³	206,964	47.83
Total		159,774 ⁹⁹⁹		287 ¹	159,918 ⁹⁹⁹	4,771,616	68.21
Average cost at distributing point.....		\$2.83		\$4.00	\$3.84		

ACCIDENTS TO PERSONS—STATE OF MAINE.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	.....	20	1	11	.....	1	1	32
Falling from trains and engines.....	2	7	.....	2	.....	.....	2	10
Overhead obstructions.....	.....	3	.....	1	.....	.....	.....	4
Collisions.....	.....	3	.....	.....	.....	.....	.....	3
At stations.....	2	.....	.....	3	.....	6	2	16
Other causes.....	.....	4	.....	3	2	11	2	18
Total	4	45	1	20	2	18	7	63

Kind of Accident.	PASSENGERS.		OTHERS.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings ..	1	1	1	3	3	4	4	7
At stations.....	.....	18	2	5	.....	3	2	3
Other causes.....	18	182	6	9	2	.....	6	9
Total	19	201	9	17	5	7	14	24

EMPLOYEES—OTHER CAUSES.

TRAINMEN.

Injured, 4. 1 fireman had face burned—explosion in engine firebox—door blew open; 1 broke thumb setting brakes; 2 had feet jammed by lumber shifting on car.

SWITCHMEN, FLAGMEN AND WATCHMEN.

Injured, 3. 1 switchman struck by car; 1 watchmen slipped from steam derrick; 1 switchman struck switch while hanging on car.

OTHER EMPLOYEES.

Killed, 2. Drowned by ferry slip breaking.

Injured, 11. 1 carpenter had leg broken, loading piling; 1 laborer had foot jammed by lever of snow flanger; 1 trackman had leg crushed by hand car; 3 trackmen by falling ties; 1 trackman by jumping from engine; 1 laborer by bank caving in; 1 laborer by explosion of dynamite; 1 laborer had foot jammed while dumping rocks; 1 stationary engineer by hoisting engine tipping over.

PASSENGERS—OTHER CAUSES.

Killed, 18. Drowned by ferry slip breaking.

Injured, 182. 1 finger jammed slightly by car window; 1 finger jammed slightly by car seat; 1 thrown against car seat when train came together; 1 shoulder dislocated by jumping from train (between stations); 176 by ferry slip breaking; 1 slightly, by being struck on head with a bottle by another passenger; 1 slightly, by being struck on head with a ventilator stick by brakeman.

OTHERS—OTHER CAUSES.

TRESPASSING.

Killed, 6. By trains, while trespassing on track.

Injured, 9. 4 by trains, while trespassing on track; 2 jumped from train; 1 scalded by hoisting engine tipping over; 1 fell from train; 1 climbing between cars.

NOT TRESPASSING.

Killed, 2. 1 paddle wheel of ferry-boat struck and overturned rowboat containing one man; 1 by falling lumber

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. Ft. In.	Minimum length. Ft. In.	Maximum length. Ft. In.	Item.	Number.	Height of lowest above surface of rail. Ft. In.
Bridges:					Overhead Highway Crossings:		
Stone ...	1	25.5	25.5	25.5	Bridges	19	14.10½
Iron. ...	163	21699.6	21.11	1024.9	Trestles.....	18	
Wooden.	21	2926.9	28	563.6	Total	37	
Total..					Overhead Railway Crossings:*		
Trestles:					Bridges.	1	15 9½
Wood....	33	9920.3	21	1649			
Steel....	2	1605	495	518			

Gauge of track, 4 feet, 8½ inches.

* The "Overhead Railway Crossing" is at Bangor, where the track of the "Mount Desert Branch" of the Maine Central Railroad crosses the European and North American Railway, which is leased to the Maine Central Railroad Company.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY ANOTHER COMPANY.			
		Miles of line.	Miles of wire.	Name of Operating Company.	
*165.23	175.23	165.23	175.23	Western Union Telegraph Company.	

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
714.87	4,277.37	Western Union Telegraph Co. . . .	Western Union Telegraph Co.

* The telegraph lines owned by railroad companies whose property is leased to Maine Central Railroad Company have been included as "owned by company making this report."

Maine Central Railroad Company.....	33.13	33.13
Portland & Ogdensburg Railway	59.3	59.3
Upper Coos Railroad.....	9.8	9.8
Herford Railway Company	53.0	53.0
Knox & Lincoln Railway.....	10.0	20.0
	<u>165.23</u>	<u>175.23</u>

Report of the Monson Railroad Company for the Year Ending June 30, 1900.

(Narrow Gauge—Two Feet).

HISTORY.

Name of common carrier making this report. Monson Railroad Company.

Date of organization. October 9, 1882.

Under laws of what government, state or territory organized. State of Maine,
chapter 51 of the Revised Statutes of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
H. A. Whiting	Wilton, N. H	June 30, 1901.
J. F. Kimball	Wilton, N. H	June 30, 1901.
Geo. O. Whiting	Lexington, Mass	June 30, 1901.
J. F. Sprague	Monson, Me.	June 30, 1901.
A. W. Chapin	Monson, Me	June 30, 1901.
W. L. Estabrooke	Monson, Me.	June 30, 1901.
H. E. Morrill.	Monson, Me.	June 30, 1901.

Total number of stockholders at date of last election, 16.

Date of last meeting of stockholders for election of directors, June 27, 1900.

Post office address of general office, Wilton, N. H.

Post office address of operating office, Monson, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.	H. A. Whiting	Wilton, N. H.
President	H. A. Whiting	Wilton, N. H.
First Vice President	J. F. Kimball	Wilton, N. H.
Secretary	J. F. Sprague	Monson, Me.
Treasurer	J. F. Kimball	Wilton, N. H.
Attorney, or General Counsel.	J. F. Sprague	Monson, Me.
General Manager	J. F. Kimball	Wilton, N. H.
Chief Engineer	H. E. Morrill	Monson, Me.
General Superintendent.	W. L. Estabrooke	Monson, Me.
Traffic Manager	W. L. Estabrooke	Monson, Me.
General Freight Agent	W. L. Estabrooke	Monson, Me.
General Passenger Agent	W. L. Estabrooke	Monson, Me.
General Ticket Agent.	W. L. Estabrooke	Monson, Me.
General Baggage Agent	W. L. Estabrooke	Monson, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Monson Railroad.....	Monson Junction.	Monson	6.16	6.16
Branch track.....	Monson	Slate quarries	2.00	2.00
Total .....	.....	.....	8.16	8.16

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	700	\$100	\$70,000	\$70,00 00		
Manner of Payment for Capital Stock.		Number of shares issued during year.		Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
		.....		.....	700	\$70,000 00
Issued for cash: common .....		.....		.....	700	\$70,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Mortgage.	Apr. 1 1884.	Apr. 1 1904.	\$70,000	\$70,000	\$70,000	\$70,000	6	Apr. 1 Oct. 1	\$4,200	

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$70,000 00	\$70,000 00	\$4,200 00	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash.....	\$52 14	Loans and bills payable.....	\$11,617 20
Balance—current liabilities..	77,925 49	Net traffic balances due to other companies.....	268 52
		Matured interest coupons unpaid (including coupons due July 1).....	66,091 91
Total	\$77,977 63	Total—current liabilities.	\$77,977 63

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$70,000 00	\$70,000 00	.....	8.16	\$8,578 00
Bonds	70,000 00	70,000 00	.....	8.16	8,578 00
Total	\$140,000 00	\$140,000 00	.....	8.16	\$17,156 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1898.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating ex- penses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Total construction	\$60,886 68	\$60,886 68	\$7,461 60
Equipment:						
Locomotives, etc.....	\$17,361 85	\$17,361 85	\$2,115 43
Total equipment	\$17,361 85	\$17,361 85	\$2,115 43
Total construction	60,886 68	60,886 68	7,461 60
Grand total cost construc- tion, equipment, etc	\$78,148 68	\$78,148 68	\$9,577 08

INCOME ACCOUNT.

Gross earnings from operation.	\$5,415 35	
Less operating expenses	6,018 05	
Deficit		\$600 70
Miscellaneous income—less expenses.....		20 13
Deficit.....		\$580 57
Deductions from income:		
Interest on funded debt accrued.	\$4,200 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	895 25	
Taxes.....	59 20	
Total deductions from income		4,654 45
Deficit.....		\$5,235 02
Deficit from operations of year ending June 30, 1900.....		\$5,235 02
Deficit on June 30, 1899.		134,609 48
Deficit on June 30, 1900		\$139,844 50

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Total passenger revenue			\$1,261 86
Mail	\$192 16		
Express	155 11		
Extra baggage and storage.....	118 38		465 65
Total passenger earnings.....			\$1,737 51
Freight:			
Total freight earnings			\$3,660 11
Total passenger and freight earnings.....			\$5,377 62
Other earnings from operation:			
Switching charges—balance.....			87 73
Total gross earnings from operation.....			\$5,415 35

MISCELLANEOUS INCOME.

Item.	Gross income.	Less ex- penses.	Net mis- cellane- ous income.
Coal sold.....	\$9 98		\$9 98
Wood sold.....	2 20		2 20
Hay sold	5 00		5 00
Rent of land.....	8 00		8 00
Total	\$20 13		\$20 13

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,531 10
Renewals of ties.....	307 75
Repairs and renewals of bridges and culverts.....	308 77
Repairs and renewals of fences, road crossings, signs and cattle guards.....	68 26
Repairs and renewals of buildings and fixtures.....	59 75
Other expenses.....	33 03
Total	\$2,308 66
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$124 38
Repairs and renewals of passenger cars.....	36 23
Repairs and renewals of freight cars.....	14 10
Total	\$174 70
Conducting transportation:	
Superintendence..	\$300 00
Engine and roundhouse men	1,183 50
Fuel for locomotives.....	698 17
Oil, tallow and waste for locomotives	28 71
Station service.....	150 00
Loss and damage	20 74
Advertising	19 00
Rents of buildings and other property	2 00
Other expenses.....	4 00
Total	\$3,977 12
General expenses:	
Salaries of general officers	\$300 00
General office expenses and supplies	67 54
Insurance.....	120 00
Stationery and printing (general offices).....	67 03
Total	\$554 57
Recapitulation of expenses:	
Maintenance of way and structures.....	\$2,308 66
Maintenance of equipment.....	174 70
Conducting transportation.....	2,977 12
General expenses	554 57
Grand total....	\$6,016 06

Percentage of expenses to earnings—Maine, 111.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$80,886 68	Cost of road		\$80,886 68		
	17,361 95	Cost of equipment		17,361 95		
	247 09	Cash and current assets		53 14		\$194 95
	134,608 48	Profit and loss		139,844 50	\$5,235 02	
	\$212,005 20	Grand total		\$218,045 27	\$5,040 07	
		LIABILITIES.				
	\$70,000 00	Capital stock		\$70,000 00		
	70,000 00	Funded debt		70,000 00		
	73,005 20	Current liabilities		77,977 63	\$4,972 43	
	213,005 20	Grand total		\$217,977 63	\$4,972 43	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage	Monson Junction	Monson	8.16	\$8,578

All equipment mortgaged. Income and securities not mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	1	313	\$300 00	\$ 95
Other officers	2	626		
Station agents	1	313	150 00	47
Enginemen	1	287	584 00	2 00
Firemen	1	379	559 50	1 47
Conductors	1	313	800 00	2 57
Section foremen	1	305	457 50	1 50
Other trackmen	2	629	788 87	1 25
All other employees and laborers	2	159	237 35	1 48
Total (including "general officers")	12	8,535	\$3,985 72	\$1 47
Less "general officers"	3	939	300 00	
Total (excluding "general officers")	9	2,396	\$3,685 72	\$2 09
Distribution of above:				
General administration	3	939	\$300 00	\$ 95
Maintenance of way and structures	5	1,084	1,431 72	1 35
Conducting transportation	4	1,302	2,303 50	1 69

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	4,436			
Number of passengers carried one mile.....	27,326			
Number of passengers carried one mile per mile of road.....	3,348			
Average distance carried, miles	6.16			
Total passenger revenue.....		1,361	86	
Average amount received from each passenger			28	444
Average receipts per passenger per mile.....			04	618
Total passenger earnings.....		1,727	51	
Passenger earnings per mile of road		211	70	406
Passenger earnings per train mile.....			58	844
Freight traffic:				
Number of tons carried of freight earning revenue....	6,454			
Number of tons carried one mile	39,756			
Number of tons carried one mile per mile of road	4,872			
Average distance haul of one ton, miles	6.16			
Total freight revenue.....		3,650	11	
Average amount received for each ton of freight.....			56	556
Average receipts per ton per mile.....			09	181
Total freight earnings.....		3,650	11	
Freight earnings per mile of road		447	31	753
Freight earnings per train mile.....			40	362
Total traffic:				
Gross earnings from operation.....		5,415	35	
Gross earnings from operation per mile of road		663	64	583
Gross earnings from operation per train mile			44	548
Operating expenses.....		6,018	05	
Operating expenses per mile of road...		737	26	103
Operating expenses per train mile			49	490
Car mileage:				
Mileage of passenger cars	12,156			
Average number of passenger cars in train	1			
Average number of passengers in train.....	2			
Mileage of loaded freight cars—north or east.....	2,906			
Mileage of loaded freight cars—south or west	6,078			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road—whole tons.	Freight received from connecting roads and other carriers—whole tons.	Total freight tonnage—whole tons.
Total tonnage.	5,127		6,454

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....						
Freight.....		2				
Switching.....						
Total locomotives in service.....		2				
Total locomotives owned.....		2				
Cars—owned and leased:						
In passenger service--						
Combination cars.....		1				
Total.....		1				
In freight service--						
Box cars.....		8				
Flat cars.....		8				
Other cars in freight service.....		2				
Total.....		18				
Total cars in service.....		19				
Total cars owned.....		19				

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	6.16	2	8.16	.....	.....	8.16
Miles of yard track and sidings.....	1	.....	1	.....	.....	1
Total mileage operated (all tracks).....	7.16	2	9.16	.....	.....	9.16

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point—cents.
Cedar	1,600	12c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.							
Freight	61	75	....	111	13,156	17
Switching.							
Construction							

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.	Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft.			Ft.	In.
Bridges:							Overhead Highway Crossings:			
Wooden.	2	40		18		22	Overhead Railway Crossings:			
Total .	2	40								

Gauge of track, 2 feet—8.16 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
6.16	12.83	Northern Telegraph Company...	Northern Telegraph Company.

Report of the Patten and Sherman Railroad Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report. Patten and Sherman Railroad Company.

Date of organization. October 17, 1896.

Under laws of what government, state or territory organized. State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Albert A. Burleigh.....	Houlton, Me	October 15, 1900.
Parker P. Burleigh	Houlton, Me	October 15, 1900.
Preston N. Burleigh..	Houlton, Me	October 15, 1900.
Everett E. Burleigh.....	Houlton, Me	October 15, 1900.
Harry R. Burleigh.....	Houlton, Me	October 15, 1900.

Total number of stockholders at date of last election, 10.

Date of last meeting of stockholders for election of directors, October 14, 1899.

Post office address of general office, Houlton, Me.

Post office address of operating office, Patten, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Albert A. Burleigh	Houlton, Me.
President	Albert A. Burleigh	Houlton, Me.
Vice-President.....	Parker P. Burleigh.....	Houlton, Me.
Secretary	Parker P. Burleigh.....	Houlton, Me.
Treasurer	Preston N. Burleigh.....	Houlton, Me.
Attorney, or General Counsel...	Parker P. Burleigh.....	Houlton, Me.
General Manager ..	Parker C. Newbegin.....	Patten, Me.
Superintendent of Telegraph...	Parker C. Newbegin.....	Patten, Me.
Traffic Manager.	Parker C. Newbegin. ...	Patten, Me.
General Passenger and Freight Agent	Harry R. Burleigh.	Patten, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Patten and Sherman Railroad ...	Patten.....	Patten Junction..	5.84

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	360	\$100	\$36,000 00	\$36,000 00		
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: common					360	\$36,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash.....	\$394 62	Audited vouchers and accounts.....	\$77 48
Due from agents	226 76	Wages and salaries	389 88
Due from solvent companies and individuals	124 23	Net traffic balances due to other companies.....	699 16
Net traffic balances due from other companies.....	4 18	Due A. A. Burleigh for advances on construction, deficit and interest	51,111 46
Total—cash and current assets	\$1,349 85		
Balance—current liabilities..	50,928 13		
Total	\$52,277 98	Total current liabilities ..	\$52,277 98

Materials and supplies on hand, \$251.49.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$36,000 00	.....	.....	5.84	\$6,164 38

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Patten & Sherman Railroad.	\$36,000 00	.....	\$36,000 00	5.84	\$6,164 38

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating ex- penses.			
		Charged to income account as permanent improvements.				Charged to construction or equipment.
Construction:					
Engineering			\$1,850 00	\$1,850 00	\$321 06
Right of way and station grounds.....			1,225 00	1,225 00	208 76
Real estate.....			1,050 00	1,060 00	179 79
Grading, tunnels, bridges trestles and culverts.....			27,137 24	27,137 24	4,646 79
Ties.....			3,420 00	3,420 00	585 63
Rails, track fastenings.....			18,965 76	18,965 76	3,247 56
Ballast.....			5,362 00	5,362 00	918 15
Fencing right of way.....			575 00	575 00	98 46
Telegraph lines.....			600 00	600 00	102 74
Station buildings and fixtures,shops,roundhouses and turntables.....			6,350 00	6,350 00	1,087 33
Shop machinery and tools.....			1,250 00	1,250 00	214 04
Interest and discount.....		\$2,833 21	8,318 39	11,151 60	1,909 52
Total construction		\$2,833 21	\$76,128 39	\$78,961 60	\$13,520 82
Equipment:					
Locomotives.....		\$762 10	\$3,549 00	\$4,311 10	\$789 57
Combination cars.....			1,750 00	1,750 00	299 66
Freight cars.....		295 90	.....	295 90	50 66
Total equipment		\$1,058 00	\$5,599 00	\$6,657 00	\$1,139 90
Total construction		2,833 21	76,128 39	78,961 60	13,520 82
Total cost construction, equipment, etc		\$3,891 21	\$81,727 39	\$85,618 60	\$14,660 73

INCOME ACCOUNT.

Gross earnings from operation.....	\$7,000 09	
Less operating expenses.....	6,722 47	
Income from operation		\$367 62
Deductions from income:		
Taxes.....	\$113 89	
Other deductions.....	70 40	
Total deductions from income		184 29
Net income		\$183 33
Surplus from operations of year ending June 30, 1900.....		\$183 33
Deficit on June 30, 1899.....		1,241 37
Deficit on June 30, 1900		\$1,068 04

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$3,906 23		
Less repayments—			
Tickets redeemed.....		.55	
Total passenger revenue.....			\$3,907 68
Mall.....			274 44
Express.....			261 32
Extra baggage and storage.....			82 17
Other items.....			2 00
Total passenger earnings.....			\$3,797 61
Freight:			
Freight revenue.....	\$3,283 82		
Less repayments—			
Overcharge to shippers.....		\$5 49	
Total freight earnings.....			3,278 33
Total passenger and freight earnings...			\$7,075 94
Other earnings from operation:			
Other sources.....			14 15
Total gross earnings from operation....			\$7,090 09

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,017 89
Renewals of ties.....	170 61
Repairs and renewals of buildings and fixtures.....	49 65
Repairs and renewals of telegraph.....	5 80
Stationery and printing.....	119 45
Total.....	\$1,363 40
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,180 39
Repairs and renewals of passenger cars.....	94 50
Repairs and renewals of freight cars.....	21 34
Repairs and renewals of shop machinery and tools.....	
Total.....	\$1,296 23
Conducting transportation:	
Engine and roundhouse men.....	\$1,220 10
Fuel for locomotives.....	815 02
Oil, tallow, and waste for locomotives.....	82 60
Other supplies for locomotives.....	
Train service.....	601 50
Train supplies and expenses.....	60 71
Station service.....	783 01
Station supplies.....	44 08
Car mileage—balance.....	36 01
Loss and damage.....	234 44
Advertising.....	30 00
Stationery, printing and stamps.....	39 15
Other expenses.....	57 27
Total.....	\$4,062 54
Recapitulation of expenses:	
Maintenance of way and structures.....	\$1,363 40
Maintenance of equipment.....	1,296 23
Conducting transportation.....	4,062 84
Grand total.....	\$6,722 47

Percentage of expenses to earnings, 94.8.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$78,128 32	Cost of road....		\$78,861 60	\$2,823 21	
	5,389 00	Cost of equipment		6,637 00	1,058 00	
	1,154 32	Cash and current assets.....		1,349 85	195 53	.....
	200 00	Other assets: Materials and supplies		251 49	51 49	
	1,241 87	Profit and loss. .		1,058 04		183.33
	\$84,323 08	Grand total ...		\$86,277 98	\$3,954 90	
		LIABILITIES.				
	\$36,000 00	Capital stock		\$36,000 00		
	48,323 08	Current liabilities		52,277 98	\$3,954 90	
	\$84,323 08	Grand total		\$88,277 98	\$3,954 90	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	5			
Station agents	2	642	\$798 01	\$1 24
Enginemen.....	1	324	648 00	2 00
Firemen	1	348	322 75	1 50
Conductor ...	1	315	801 50	1 91
Section foremen.....	1	310	465 00	1 50
Other trackmen.....	1	458	583 77	1 39
All other employees and laborers ..	.....	108	138 25	1 33
Total (including "general officers")	12	2,504	\$3,760 28	\$1 50
Less "general officers"	5			
Total (excluding "general officers").	7	2,504	\$3,760 28	\$1 50
Distribution of above:				
General administration.....	5			
Maintenance of way and structures	2	768	\$1,058 77	\$1 39
Conducting transportation	5	1,732	2,701 51	1 56

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	10,633			
Number of passengers carried one mile.....	62,067			
Number of passengers carried one mile per mile of road.....	10,633			
Average distance carried, miles.....	5.84			
Total passenger revenue.....		3,207	68	
Average amount received from each passenger.....			30	167
Average receipts per passenger per mile.....			05	166
Total passenger earnings.....		3,797	61	
Passenger earnings per mile of road.....		650	28	
Passenger earnings per train mile.....			32	458
Freight traffic:				
Number of tons carried of freight earning revenue....	5,782			
Number of tons carried one mile.....	31,040			
Number of tons carried one mile per mile of road.....	5,281			
Average distance haul of one ton, miles.....	5.87			
Total freight revenue.....		3,278	33	
Average amount received for each ton of freight.....			56	699
Average receipts per ton per mile.....			10	562
Total freight earnings.....		3,278	33	
Freight earnings per mile of road.....		561	56	
Freight earnings per train mile.....			84	060
Total traffic:				
Gross earnings from operation.....		7,060	09	
Gross earnings from operation per mile of road.....		1,214	06	
Gross earnings from operation per train mile.....			60	599
Operating expenses.....		6,722	47	
Operating expenses per mile of road.....		1,160	77	
Operating expenses per train mile.....			57	458
Income from operation.....		367	62	
Income from operation per mile of road.....			62	96
Car mileage, etc:				
Mileage of passenger cars.....	11,700			
Average number of passenger cars in train.....	1			
Average number of passengers in train.....	5			
Mileage of loaded freight cars—north or east.....	2,064			
Mileage of loaded freight cars—south or west.....	1,470			
Mileage of empty freight cars—north or east.....	528			
Mileage of empty freight cars—south or west.....	1,152			
Average number of freight cars in train.....	1.34			
Average number of loaded cars in train.....	.91			
Average number of empty cars in train.....	.43			
Average number of tons of freight in train.....	7.86			
Average number of tons of freight in each loaded car.....	8.71			
Average mileage operated during year.....	5.84			
Train mileage:				
Mileage of revenue passenger trains.....	7,800			
Mileage of revenue mixed trains.....	3,900			
Total revenue train mileage.....	11,700			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	Total freight tonnage— whole tons.
Total tonnage.....	3,534	2,248	5,782

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased :						
Locomotives used for all service	1	2	2	Westinghouse.		
Total locomotives in service.	1	2	2			
Cars owned and leased :						
In passenger service—						
Combination cars.....		1	1	Westinghouse	1	Janney.
Total.....		1	1		1	
In freight service—						
Flat cars	2	2				
Total ..	2	2				
Total cars in service	2	3	1		1	
Total cars owned	2	3	1		1	

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	5.84	.....	5.84	.....	.....	5.84
Miles of yard track and sidings.....	1.61	.....	1.61	.....	.53	1.06
Total mileage operated (all tracks)	7.45	.....	7.45	.....	.53	6.92

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar.	579	11c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— Cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.							
Freight.							
Switching.	205				205	11,700	39.29
Construction.							
Total.	205				205	11,700	39.29
Average cost at distributing point.	\$3.98				\$3.98		

Gauge of track, 4 feet, 8½ inches—5.84 miles.

TELEGRAPH.

Owned and operated by this company—6 miles of line and 12 miles of wire.

Report of the Phillips and Rangeley Railroad Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report. Phillips and Rangeley Railroad Company.

Date of organization. April 17, 1889.

Under laws of what government, state or territory organized. Under special statute from Legislature of State of Maine, Private and Special Laws of 1889, chapter 545.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Calvin Putnam.....	Danvers, Mass.....	Third Wednesday of April in each year or when their successors are elected.
Fletcher Pope	Redington Mills, Me ...	
A. B. Gilman	Bradford, Mass.....	
George M. Goodwin.....	Haverhill, Mass.....	
Joel Wilbur.....	Phillips, Me.....	
H. H. Field....	Phillips, Me.....	
Elmer E. Field	Hartland, Me.	
J. H. Byron	Phillips, Me... ..	
S. G. Haley.....	Phillips, Me	

Total number of stockholders at date of last election, 34.

Date of last meeting of stockholders for election of directors, April 19, 1899.

Post office address of general office, Phillips, Me.

Post office address of operating office, Redington Mills, Me.

OFFICERS.

Title.	Name.	Location of Office.
President.	Calvin Putnam	Danvers, Mass.
First Vice President.....	Fletcher Pope	Redington Mills, Me.
Clerk	H. H. Field	Phillips, Me.
Treasurer.	H. H. Field	Phillips, Me.
Auditor	D. F. Field	Phillips, Me.
General Manager	Fletcher Pope	Redington Mills, Me.
General Superintendent.....	A. L. Matthews.....	Phillips, Me.
General Freight Agent	H. H. Field.	Phillips, Me.
General Passenger Agent.....	H. H. Field	Phillips, Me.
General Ticket Agent	H. H. Field	Phillips, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Phillips and Rangeley Railroad..	Phillips.	Rangeley.	28.00	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock : common	1,000	\$100	\$100,000	\$99,400		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mort..	Aug. 1 1890	Aug. 1 1910	\$150,000	\$150,000	\$150,000	\$141,000	5	Feb. & Aug. 1.	\$7,500	\$7,500
2d mort...	Sept. 1 1892	Sept. 1 1912	75,000	50,000	50,000	37,185	5	Mar. & Sept. 1.	2,500	2,500
Total.....			\$225,000	\$200,000	\$200,000	\$178,185	...	.. .. .	\$10,000	\$10,000

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$200,000 00	\$200,000 00	\$10,000 00	\$10,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash ..	\$1,699 08	Loans and bills payable.....	\$57,094 81
Bills receivable.....	245 00	Audited vouchers and accounts	3,384 98
Due from agents	1,070 75	Wages and salaries	1,539 93
Net traffic balances due from other companies	3,390 57		
Kennebago Railroad... ..	975 98		
Total—cash and current assets	\$7,871 39		
Balance—current liabilities..	59,078 33		
Total	\$66,949 72	Total—current liabilities..	\$66,949 73

Materials and supplies on hand, \$3,687.83.

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$ 99,400 00	\$ 99,400 00	.....	28.60	\$3,475 52
Bonds	200,000 00	200,000 00	.....	28.60	6,998 01
Total	\$399,400 00	\$399,400 00	.....	28.60	\$10,468 53

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Phillips and Rangeley R. R...	\$99,400	\$200,000	\$299,400	28.60	\$10,468 53

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Total construction	\$238,984 48	\$238,984 48	\$8,354 85
Total equipment	57,588 28	57,588 28	2,018 68
Grand total cost construc- tion, equipment, etc	\$296,522 76	\$296,522 76	\$10,367 98

INCOME ACCOUNT.

Gross earnings from operation ..	\$32,949 33	
Less operating expenses	26,388 62	
Income from operation.....		\$6,555 71
Miscellaneous income—less expenses		4 65
Total income		\$6,560 36
Deductions from income:		
Interest on funded debt accrued	\$10,000 00	
Interest on interest-bearing current liabilities accrued not otherwise provided for	3,358 84	
Taxes	247 05	
Total deductions from income.....		\$13,605 89
Deficit.....		\$7,045 63
Deficit from operations of year ending June 30, 1900		\$7,045 63
Deficit on June 30, 1899.....		65,887 96
Deficit on June 30, 1900.....		\$72,933 61

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue			\$10,576 80
Mail			1,592 71
Express			1,761 61
Extra baggage and storage.....			334 00
Other items.....			
Total passenger earnings			\$14,265 02
Total freight revenue.....			\$14,421 23
Other items.....			4,147 12
Total freight earnings ..			\$18,568 35
Total passenger and freight earnings...			\$32,833 37
Other earnings from operation:			
Car mileage—balance.....			115 96
Total gross earnings from operation..			\$32,949 33

OPERATING EXPENSES—ENTIRE LINE.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$7,192 79
Renewals of rails.....	150 46
Renewals of ties.....	56 70
Repairs and renewals of buildings and fixtures.....	243 56
Repairs and renewals of bridges and culverts.....	163 72
Other expenses.....	20 85
Total	\$7,828 18
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,213 86
Repairs and renewals of passenger cars. . .	350 79
Repairs and renewals of freight cars.....	747 84
Repairs and renewals of work cars.....	14 89
Repairs and renewals of marine equipment.....	250 05
Repairs and renewals of shop machinery and tools.....	87
Other expenses.....	118 34
Total	\$3,697 04
Conducting transportation:	
Superintendence.....	\$ 23 05
Engine and roundhouse men.....	4,809 84
Fuel for locomotives.....	4,358 53
Oil, tallow and waste for locomotives.....	235 46
Other supplies for locomotives.....	8 15
Train service.....	2,502 74
Train supplies and expenses.....	27 61
Station service.....	1,944 86
Station supplies.....	108 75
Loss and damage.....	129 50
Advertising.....	384 26
Stationery and printing.....	29 23
Other expenses.....	222 53
Total	\$14,280 02
General expenses:	
Salaries of general officers.....	\$1,358 00
General office expenses and supplies.....	17 87
Insurance.....	181 00
Other expenses.....	131 41
Total	\$1,588 88
Recapitulation of expenses:	
Maintenance of way and structures.....	\$7,828 18
Maintenance of equipment.....	2,697 04
Conducting transportation.....	14,280 02
General expenses.....	1,588 88
Grand total	\$26,383 63

Percentage of expenses to earnings—entire line—80.10%.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$238,958 48	Cost of road.....		\$238,934 48		
	57,588 28	Cost of equipment.....		57,588 28		
	• 8,056 31	Cash and current assets.....		7,871 39	.....	\$1,184 93
	587 05	Other assets:				
	45,887 98	Materials & supplies.....		3,687 88	\$3,050 78	
		Profit and loss.....		72,933 61	7,045 63	
	\$372,054 10	Grand total ..		\$390,965 59	\$10,096 41	
		LIABILITIES.				
	\$39,400 00	Capital stock		\$39,400 00		
	200,000 00	Funded debt.....		200,000 00		
	61,339 04	Current liabilities ..		66,949 72	5,560 68	
	3,868 32	Accrued interest on funded debt not yet payable.....		3,868 32		
	7,306 74	Accrued interest on floating debt not yet paid.....		10,657 55	3,350 81	
	\$372,054 10	Grand total ...		\$390,965 59	\$3,911 49	

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per line of line.
	From—	To—	Miles.	
First mortgage.....	Phillips.....	Rangeley.....	28.60	\$5,244 76
Second mortgage.....	Phillips.....	Rangeley.....	28.60	1,743 25

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	5	450	\$1,256 00	\$2 80
Station agents.....	4	1,257	1,775 58	1 41
Other station men.....	1	159	169 40	1 07
Enginemen.....	4	1,056	2,067 37	1 98
Firemen.....	8	866	1,218 02	1 27
Conductors.....	2	756	1,329 07	1 75
Other trainmen.....	3	929	1,173 67	1 26
Machinists.....	1	303	681 74	2 25
Carpenters.....	1	318	439 61	1 35
Other shopmen.....	2	970	841 01	1 26
Section foremen.....	6	1,662	2,409 86	1 45
Other trackmen.....	13	3,241	3,892 07	1 20
Switchmen, flagmen, and watchmen.....	4	918	1,019 55	1 10
All other employees and laborers.....	1	987	1,144 87	1 22
Total (including "general officers").....	50	13,218	\$18,922 82	\$1 43
Less "general officers".....	5	450	1,256 00	2 80
Total (excluding "general officers").....	45	12,768	\$17,664 82	\$1 38
Distribution of above:				
General administration.....	5	450	\$1,256 00	\$2 80
Maintenance of way and structures.....	24	6,758	8,456 35	1 25
Maintenance of equipment.....	4	891	1,452 36	1 67
Conducting transportation.....	17	5,119	7,768 11	1 51

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passen- gers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	10,821			
Number of passengers carried one mile	271,483			
Number of passengers carried one mile per mile of road	9,482			
Average distance carried, miles	25.08			
Total passenger revenue.....		10,576	80	
Average amount received from each passenger.....			97	748
Average receipts per passenger per mile.....			03	886
Total passenger earnings.....		14,265	02	
Passenger earnings per mile of road		498	78	
Passenger earnings per train mile.....			29	815
Freight traffic:				
Number of tons carried of freight earning revenue....	14,600			
Number of tons carried one mile	271,946			
Number of tons carried one mile per mile of road.....	9,508			
Average distance haul of one ton, miles	18.62			
Total freight revenue		14,421	23	
Average amount received for each ton of freight.....			98	77
Average receipts per ton per mile			05	308
Total freight earnings		18,568	35	
Freight earnings per mile of road		649	24	
Freight earnings per train mile.....			85	849
Total traffic:				
Gross earnings from operation.....		32,949	33	
Gross earnings from operation per mile of road		1,152	07	
Gross earnings from operation per train mile.....			73	543
Operating expenses.....		26,383	62	
Operating expenses per mile of road.....			922	85
Operating expenses per train mile			58	910
Income from operation.....		6,565	71	
Income from operation per mile of road		229	22	
Train mileage:				
Miles run by passenger trains..	23,174			
Miles run by freight trains	3,666			
Miles run by mixed trains	17,863			
Total mileage trains earning revenue	44,803			
Miles run by nonrevenue trains.....	7,571			
Grand total train mileage	52,374			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	Total freight tonnage— whole tons.
Total tonnage.....	11,006	3,602	14,610

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....	...	4	4	Eames Vacuum.		
Freight.....	...					
Switching.....	...					
Total locomotives in service.....	...	4	4	Eames Vacuum.		
Total locomotives owned.....	...	4	4	Eames Vacuum.		
Cars—owned and leased:						
In passenger service—						
First-class cars.....	...	3	3	Eames Vacuum..	3	Miller.
Combination cars.....	...	1	1	Eames Vacuum..	1	Miller.
Baggage, express and postal cars.....	...	1	1	Eames Vacuum..	1	Miller.
Total.....	...	5	5	Eames Vacuum..	5	
In freight service—						
Box cars.....	...	15				
Flat cars.....	...	67				
Other cars in freight service.....	...	14				
Total.....	...	96				
In company's service—						
Caboose cars.....	...	1				
Other road cars.....	...	2				
Total.....	...	3				
Total cars in service.....	...	104				
Total cars owned.....	...	104				

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	28.60	.....	.....	.....	28.60	.....	28.60

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
				Cedar	800	10c.
				Spruce	1,640	12c.
				Hackmatack	220	10c.
				Birch	4,147	12c.
				Other	500	10c.
				Total	6,807	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		WOOD—cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger							
Freight..... .. .		870			870	52,374	
Switching							
Construction							
Total		870			870	52,374	37.23
Average cost at distributing point..... .. .		\$5.01					

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
		Ft. In.	Ft. In.	Ft. In.			Ft. In.
Bridges:					Overhead Highway Crossings:		
Iron.....							
Wooden.	23	794.8	4.3	200	Overhead Railway Crossings:		
Total..	23	794.8					
Trestles ..	5	616	4.3	420			

Gauge of track, 2 feet—28.60 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
28.60	28.60	Western Union Telegraph Co.. ..	Western Union Telegraph Co.

Semi-annual Report of the Portland and Rochester Railroad Company for the Six Months Ending December 31, 1899.

HISTORY.

Name of common carrier making this report. Portland and Rochester Railroad Company.

Date of organization. March 8, 1881.

Under laws of what government, state or territory organized. State of Maine, act of incorporation, February 3, 1881. State of New Hampshire, act of incorporation, July 27, 1881.

Chartered as York and Cumberland Railroad Company, July 24, 1846, sold under foreclosure to Portland and Rochester Railroad Company. Chartered in Maine, October 4, 1865. Chartered in New Hampshire, July 27, 1886. Property placed in hands of receiver February 1, 1877. Sold under foreclosure and purchased by existing corporation, which assumed possession May 1, 1881.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
George P. Wescott	Portland, Me.....	October 4, 1900.
Nathan Webb.....	Portland, Me.....	October 4, 1900.
Joseph S. Ricker	Portland, Me.	October 4, 1900.
Charles McCarthy, Jr	Portland, Me.....	October 4, 1900.
William G. Davis.....	Portland, Me.....	October 4, 1900.
Lucius Tuttle.....	Boston Mass	October 4, 1900.
Franklin A. Wilson	Bangor, Me	October 4, 1900.
Frederick Robie.....	Gorham, Me	October 4, 1900.
Joseph H. Manley.....	Augusta, Me	October 4, 1900.
Samuel C. Lawrence.....	Medford, Mass.....	October 4, 1900.

Total number of stockholders at date of last election, 86.

Date of last meeting of stockholders for election of directors, October 4, 1899.

Post office address of general office, Portland, Me.

Post office address of operating office, Portland, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	George P. Wescott	Portland, Me.
President	George P. Wescott	Portland, Me.
Secretary	William H. Conant	Portland, Me.
Treasurer	William H. Conant	Portland, Me.
Attorney, or General Counsel ..	N. & H. B. Cleaves.....	Portland, Me.
General Superintendent.....	H. W. Davis.....	Portland, Me.
General Freight Agent	T. F. Tolman.....	Portland, Me.
General Ticket Agent	H. W. Davis.....	Portland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Portland & Rochester Railroad ..	Preble St. Station, Portland, Me.	Rochester, N. H. ...	52.50	52.50
Portland & Rochester Railroad ..	Preble St. Station, Portland, Me. ...	Grand Trunk Jct., Portland, Me. ...	1.36	1.36
Total .....	.....	.....	53.86	53.86

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING SIX MONTHS.	
					Rate.	Amount.
Capital stock: common	6,000	\$100	\$600,000	\$392,000	3%	\$17,760 00

The Portland and Rochester Railroad terminal coupon bonds issued for the cost of construction of the Portland and Rochester Railroad extension, or Union Branch, on which interest is guaranteed and paid by the Boston and Maine Railroad is a Currency Bond, and should not be entered as a lien on that part of the road, and has been transferred to "Current Liabilities."

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING DECEMBER 31, 1886.	
Due from agents	\$2,037 71	Loans and bills payable, P. & E. R. R. terminal coupon bonds	\$113,500 00
Due from solvent companies and individuals	6,382 70	Audited vouchers and accounts	822 65
Net traffic balances due from other companies	291 20	Matured interest coupons unpaid (including coupons due July 1)	310 00
Other cash assets (excluding "material and supplies")* ..	2,443 70	Miscellaneous	22 59
Total—cash and current assets	\$11,145 31		
Balance—current liabilities..	108,409 93		
Total	\$114,555 24	Total—current liabilities.	\$114,555 24

* Materials and supplies on hand, \$18,500.62.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$592,000 00	\$592,000 00		54.98	\$10,769 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Portland & Rochester R. R..	\$592,000 00	.....	\$592,000 00	53.86	\$10,991 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1899.	Total cost to December 31, 1899.	Cost per mile.
	Included in operating expenses.	Not included in operating ex- penses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction and equip- ment.....	\$700,552 42	\$700,552 42	\$12,741 95
Other real estate	18,023 88	.....
Total construction	\$700,552 42	\$718,575 25	\$12,087 94
Grand total cost construc- tion, equipment, etc	\$718,575 25	\$12,087 94

INCOME ACCOUNT.

Gross earnings from operation	\$158,954 19	
Less operating expenses.	116,909 67	
Income from operation		\$42,044 52
Miscellaneous income—less expenses		1,347 98
Total income		\$44,392 45
Deductions from income:		
Taxes.		6,668 07
Net income		\$37,724 38
Dividends, 3 per cent, common stock.		17,760 00
Surplus from operations of 6 months ending Dec. 31, 1899		\$ 19,964 38
Surplus on June 30, 1899		118,226 48
Additions for 6 months.		\$138,180 86
Surplus on Dec. 31, 1899.....		22,908 60
		\$162,089 46

EARNINGS FROM OPERATION—ENTIRE LINE.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$42,592 78		
Less repayments—			
Tickets redeemed.....		\$49 55	
Excess fares refunded.....		251 24	
Other repayments.....		124 25	
Total deductions.....		\$425 60	
Total passenger revenue.....			\$42,167 18
Mail.....			4,181 56
Express.....			4,335 43
Total passenger earnings.....			\$50,684 17
Freight:			
Freight revenue.....	\$110,531 33		
Less repayments—			
Overcharge to shippers.....		\$1,251 31	
Total freight earnings.....			\$109,270 02
Total gross earnings from operation.....			\$159,954 19

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rent of buildings, land, etc.....	\$1,305 75	\$9 50	\$1,296 25
Profit on material sold.....	39 71		39 71
Interest.....	11 97		11 97
Total.....	\$1,357 43	\$9 50	\$1,347 93

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$20,001 33
Renewals of ties	3,406 28
Repairs and renewals of bridges and culverts.....	4,681 19
Repairs and renewals of fences, road crossings, signs, and cattle guards	2,515 81
Repairs and renewals of buildings and fixtures	4,050 06
Other expenses	1,004 77
Total	\$35,638 96
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$5,708 18
Repairs and renewals of passenger cars	2,895 04
Repairs and renewals of freight cars	3,774 21
Repairs and renewals of work cars.....	257 92
Repairs and renewals of shop machinery and tools.....	299 04
Total	\$12,980 39
Conducting transportation:	
Engine and roundhouse men	\$ 8,600 88
Fuel for locomotives	12,785 81
Water supply for locomotives.....	1,468 89
Oil, tallow and waste for locomotives.....	455 06
Other supplies for locomotives.....	59 55
Train service	6,694 86
Train supplies and expenses	286 52
Switchmen, flagmen, and watchmen	4,492 21
Telegraph expenses.....	1,115 04
Station service.....	8,780 11
Station supplies.....	781 16
Car mileage—balance	2,732 55
Loss and damage	814 85
Injuries to persons	7,861 87
Clearing wrecks	81 25
Advertising	368 81
Stationery and printing.....	632 69
Other expenses	154 97
Total	\$57,604 38
General expenses:	
Salaries of general officers.....	\$4,000 00
Salaries of clerks and attendants.....	2,526 81
General office expenses and supplies.....	56 73
Insurance.....	750 00
Law expenses.....	1,861 20
Stationery and printing (general offices).....	248 28
Other expenses.....	1,222 92
Total	\$10,735 94
Recapitulation of expenses:	
Maintenance of way and structures.....	\$35,638 96
Maintenance of equipment	12,980 39
Conducting transportation.....	57,604 38
General expenses.....	10,735 94
Grand total	\$116,959 67

Percentage of expenses to earnings, 73.08.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	DECEMBER 31, 1899.		SIX MONTHS ENDING DECEMBER 31, 1899.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$700,552 42	{ Cost of road.....	.....	\$719,575 25	\$19,022 83	
		{ Cost of equipm't	.....		
		Cost of Union Br..	.....	113,469 62	113,469 62	
	21,304 09	Lands owned		7,008 90	.....	\$14,295 19
	137,037 73	Cash and current assets		11,145 31	....	125,892 42
	16,095 69	Other assets: Materials and supplies		18,590 62	2,494 93	
	\$874,989 93	Grand total.....	.....	\$969,789 70	*\$134,987 38	\$140,187 61
		LIABILITIES.				
	\$592,070 45	Capital stock.....	.....	\$592,000 00	.....	\$70 45
	113,500 00	Funded debt ...	.....	.....	.....	113,500 00
	49,058 00	Current liabilities	.....	114,555 94	\$65,497 24	
	1,135 00	Accrued interest on terminal bonds not yet payable .....	.....	1,135 00		
	119,226 48	Profit and loss....	.....	163,099 46	42,872 98	
	\$874,989 93	Grand total ...	.....	\$969,789 70	*\$108,379 22	\$113,570 45

*Net decrease, \$5,200.23.

IMPORTANT CHANGES DURING THE YEAR.

On July 21, 1899, at a regular meeting of the directors of this corporation the directors authorized and directed the President to execute an agreement with the President of the Boston and Maine Railroad for the sale of the property and franchises of this corporation to the Boston and Maine Railroad upon the terms and agreements therein contained, and that the President be directed to call a special meeting of the stockholders of this corporation to vote upon the approval of the terms of said agreement, as provided by law, upon the same day as the regular annual meeting of the stockholders of the corporation.

A special meeting of the stockholders was held October 4, 1899. The stockholders voted to authorize the directors to execute and deliver any deed or other instrument, and to do all other acts and things necessary and proper to carry said agreement into full effect.

Indenture was signed January 1, 1900, selling and conveying all the property, rights and franchises of the Portland and Rochester Railroad to the Boston and Maine Railroad, and said Boston and Maine Railroad took possession of the same on that day.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total compensation for six months.	Average daily compensation.
General officers.....	4	628	\$4,000 00	\$6 37
Other officers.....	3	481	1,889 50	3 51
General office clerks	9	1,342	2,528 81	1 88
Station agents.....	16	2,364	4,063 75	1 79
Other station men.....	22	3,561	4,716 38	1 82
Enginemen	10	1,497	4,798 20	3 21
Firemen.....	10	1,483	2,471 42	1 67
Conductors.....	6	892	2,388 19	2 44
Other trainmen.....	15	2,225	3,911 67	1 76
Machinists.....	3	456	891 75	2 17
Carpenters.....	6	843	1,687 51	2 00
Other shopmen.....	15	2,293	3,594 78	1 67
Section foremen.....	12	1,796	2,742 50	1 63
Other trackmen.....	68	9,621	13,258 60	1 88
Switchmen, flagmen and watchmen	22	3,350	4,492 21	1 84
Telegraph operators and dispatchers	3	618	1,044 00	1 69
All other employees and laborers.....	33	5,096	7,864 44	1 55
Total (including "general officers").....	257	38,626	\$66,377 69	\$1 79
Less "general officers".....	4	628	4,000 00	6 37
Total (excluding "general officers")	253	37,998	\$62,377 69	\$1 64
Distribution of above:				
General administration.....	16	2,451	\$3,216 31	\$3 35
Maintenance of way and structures.....	113	16,503	23,895 54	1 45
Maintenance of equipment.....	24	3,592	6,274 04	1 74
Conducting transportation.....	104	16,060	27,891 80	1 73

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	143,881			
Number of passengers carried one mile.	1,806,630			
Number of passengers carried one mile per mile of road	33,624			
Average distance carried, miles.....	13.50			
Total passenger revenue		42,167	18	
Average amount received from each passenger.....			29	306
Average receipts per passenger per mile			02	335
Total passenger earnings.....		50,684	17	
Passenger earnings per mile of road		941	03	546
Passenger earnings per train mile.			82	750
Freight traffic:				
Number of tons carried of freight earning revenue ...	198,963			
Number of tons carried one mile	7,868,817			
Number of tons carried one mile per mile of road	146,097			
Average distance haul of one ton, miles ...	39.50			
Total freight revenue		109,270	02	
Average amount received for each ton of freight...			54	919
Average receipts per ton per mile.....			01	388
Total freight earnings.		109,270	02	
Freight earnings per mile of road		2,028	77	809
Freight earnings per train mile.....			1	68 564
Total traffic:				
Gross earnings from operation		158,954	19	
Gross earnings from operation per mile of road		2,969	81	415
Gross earnings from operation per train mile ...			1	26 873
Operating expenses.....		116,909	67	
Operating expenses per mile of road.....			2,170	63 143
Operating expenses per train mile			92	731
Income from operation.....		43,044	52	
Income from operation per mile of road.....			799	19 373
Train mileage:				
Mileage of revenue passenger trains	61,250			
Mileage of revenue freight trains.....	64,825			
Total revenue train mileage.....	126,075			
Mileage of nonrevenue trains	34,320			

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, whole tons—93,518; freight received from connecting roads and other carriers, whole tons—100,450; total freight tonnage, whole tons—198,963.

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....	8	8	8	Westinghouse Automatic		
Freight.....	5	5	5	Westinghouse Automatic		
Switching.....	1	1	1	Westinghouse Automatic		
Total locomotives in service.	14	14				
Total locomotives owned.....	14	14				
Cars—owned and leased:						
In passenger service—						
First-class cars.....	8	8	8	Westinghouse Automatic	8	Miller Hook.
Combination cars.....	4	4	4	Westinghouse Automatic	4	Miller Hook.
Baggage, express and postal cars.....	5	4	4	Westinghouse Automatic	5	Miller Hook.
Other cars in passenger service.....	2	2	2	Westinghouse Automatic	2	Miller Hook.
Total.....	19	18			19	
In freight service—						
Box cars.....	48	48	48	Westinghouse Automatic	48	Gould Coupler.
Flat cars.....	95	95	95	Westinghouse Automatic	95	Gould Coupler.
Coal cars.....	35	35	35	Westinghouse Automatic	35	Gould Coupler.
Total.....	178	178			178	
In company's service—						
Boarding car.....	1	1			1	Gould Coupler.
Flange car.....	1	1	1		1	Gould Coupler.
Gravel cars.....	26					
Derrick cars.....	1					
Caboose cars.....	4	4	4		3	Gould Coupler.
Construction cars.....	10					
Ash car.....	1					
Wrecking car.....	1					
Total.....	45	5			5	
Total cars in service.....	242	201			202	
Total cars owned.....	242	201			202	

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track	53.86	.....	.....	53.86	.....	.....	53.86
Miles of yard track and sidings	20.03	.....	.....	20.03	2.36	6.51	13.52
Total mileage operated (all tracks)	73.89	.....	.....	73.89	2.36	6.51	67.38

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Maine	50.86	.....	.....	50.86	.....	.....	50.86
New Hampshire	3	.....	.....	3	.....	.....	3
Total mileage operated (single track)	53.86	.....	.....	53.86	.....	.....	53.86

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine	50.86	1.12	51.98	.....	.....	51.98
New Hampshire	3	.....	3	.....	.....	3
Total mileage owned (single track)	53.86	1.12	54.98	.....	.....	54.98

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel.....			Cedar.....	12,000	27.15c
			Hemlock	738	29c.
			Total.....	12,738	26.74c

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.		1,819 ⁰⁰⁰			1,819 ⁰⁰⁰	68,327	53 ²⁴⁷⁴
Freight		2,111 ⁴⁷⁰			2,111 ⁴⁷⁰	52,878	79 ⁰⁰⁰⁰
Switching.		648 ⁰⁰⁴			648 ⁰⁰⁴	22,689	57 ⁰⁷⁴⁰
Construction		375 ⁰⁰⁰			375 ⁰⁰⁰	15,238	49 ²²⁴⁰
Total		4,956			4,956	158,893	*62 ⁰⁰⁰⁰
Average cost at distributing point		\$2.57			\$2.57		

* Zero average.

ACCIDENTS TO PERSONS—STATE OF MAINE.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		1						1
Derailments.....	1	1					1	1
Other train accidents.....						1		1
Other causes.....						3		3
Total	1	2				4	1	6

Kind of Accident.	PASSENGERS.		OTHERS.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At stations.....						1		1
Total						1		1

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. Ft. In.	Minimum length. Ft. In.	Maximum length. Ft. In.	Item.	Number.	Height of lowest above surface of rail. Ft. In.
Bridges:					Overhead Highway Crossings:		
Stone ...	1	40			Bridges	7	16.8
Iron and steel ..	4	857.4	66	548.6			
Wooden	5	259.3	44	54.3			
Total..	10	1156.7			Overhead Railway Crossings:		
Trestles ..	1	848					

Gauge of track, 4 feet, 8½ inches—54.98.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
		Western Union Telegraph Co....	Portland & Rochester R. R.

Report of the Portland and Rumford Falls Railway Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report. Portland and Rumford Falls Railway Company.

Date of organization. November 8, 1890.

Under laws of what government, state or territory organized. Organized under laws of the State of Maine.

On November 1, 1890, the railroad of the Rumford Falls and Buckfield Railroad Company extending from Mechanic Falls to Gilbertville was leased for one thousand (1,000) years to the Portland and Rumford Falls Railway. This latter corporation extended the line from Gilbertville to Rumford Falls, a distance of fifteen (15) miles, which extension was opened for traffic August 1, 1892. Later the line was extended from Mechanic Falls to a connection with the Maine Central Railroad in the city of Auburn, and opened for traffic February 12, 1894. On September 1, 1897, a branch line from Canton to Chisholm's Mills was put in operation, and in 1899 was extended to Livermore.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Hugh J. Chisholm	Portland, Me.	September 11, 1900.
Waldo Pettingill	Rumford Falls, Me.	September 11, 1900.
George D. Bisbee	Rumford Falls, Me.	September 11, 1900.
Fred E. Richards	Portland, Me.	September 11, 1900.
Galen C. Moses	Bath, Me.	September 11, 1900.
George C. Wing	Auburn, Me.	September 11, 1900.
A. N. Burbank	New York, N. Y.	September 11, 1900.
*Payson Tucker	Portland, Me.	September 11, 1900.
*George N. Fletcher	Detroit, Mich.	September 11, 1900.
Charles D. Brown	Boston, Mass.	September 11, 1900.
R. C. Bradford	Portland, Me.	September 11, 1900.

Total number of stockholders at date of last election, 47.

Date of last meeting of stockholders for election of directors, September 12, 1899.

Post office address of general office, Portland, Me.

Post office address of operating office, Rumford Falls, Me.

OFFICERS.

Title.	Name.	Location of Office.
President	Hugh J. Chisholm	Portland, Me.
Vice President	Waldo Pettingill	Rumford Falls, Me.
Clerk	R. C. Bradford	Portland, Me.
Treasurer	R. C. Bradford	Portland, Me.
Attorney, or General Counsel...	J. W. Symonds	Portland, Me.
Chief Engineer	R. B. Stratton	Rumford Falls, Me.
Superintendent	E. L. Lovejoy	Portland, Me.
Traffic Manager	R. C. Bradford	Rumford Falls, Me.

* Deceased.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Portland and Rumford Falls R'y.	Rumford Junction	Rumford Falls, Me	53.58	
Otis Branch.....	Maine	Livermore, Me...	10.27	63.85
	Canton			
Maine Central Railroad	Rumford Junction	Lewiston, Me....	.....	4.20
Total				68.05

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	10,000	\$100	\$1,000,000	\$1,000,000	4%	\$40,000
Manner of Payment for Capital Stock.		Number of shares issued during year.		Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: common .....	.....	.....		.....	4,000	\$400,000 00
Issued for construction: common.....	.....	.....		.....	6,000	
Total.....	.....	.....		.....	10,000	\$400,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Rate—%.	INTEREST.		
	Date of issue.	When due.					When payable.	Amount accrued during year.	Amount paid during year.
Construction & 1st mort. bonds	Nov. 2 1896.	Nov. 1 1926.	\$1,000,000	\$1,000,000	\$992,000	4	May & Nov. 1	\$38,680	\$40,000
Debenture 4%	Aug. 2 1897.	Aug. 1 1927.	350,000	350,000	350,000	4	Feb. & Aug.	14,000	14,000
Total .....	.....	.....	\$1,350,000	\$1,350,000	\$1,342,000	.....	.....	\$53,680	\$54,000

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$1,000,000 00	\$992,000 00	\$38,680 00	\$40,000 00
Miscellaneous obligations.....	350,000 00	350,000 00	14,000 00	14,000 00
Total	\$1,350,000 00	\$1,342,000 00	\$53,680 00	\$54,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash.....	\$67,813 54	Audited vouchers and accounts (June payroll).....	\$53,619 54
Notes receivable.....	55,000 00	Net traffic balances due to other companies.....	18,320 06
Due from agents.....	5,416 31	Miscellaneous	1,967 51
Due from solvent companies and individuals	48,349 16	Total current liabilities ..	\$73,718 01
Total—cash and current assets	\$171,571 01	Balance—cash assets	\$6,853 00
		Total	\$171,571 01

Materials and supplies on hand, \$40,004.31.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$1,000,000 00	\$1,000,000 00	.....	63.85	\$16,683 00
Bonds	1,342,000 00	1,342,000 00	.....	63.85	21,018 00
Total	\$2,342,000 00	\$2,342,000 00	.....	.....	\$36,680 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Portland and Rumford Falls Railway	\$1,000,000	\$1,342,000	\$2,342,000	63.85	\$36,680

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating ex- penses.			
Construction:					
Engineering		\$546 10	\$72,494 67	\$73,040 77	
Right of way and station grounds			70,516 05	70,516 05	
Real estate			17,613 31	17,613 31	
Grading		1,611 08	582,206 37	583,819 45	
Bridges, trestles and culverts		319 80	258,228 62	258,548 42	
Ties		423 31	70,105 41	70,528 72	
Rails		600 00	290,181 67	290,781 67	
Track fastenings		263 37	34,271 88	34,535 25	
Frogs and switches		118 00	6,017 33	6,135 33	
Ballast			62,197 05	62,197 05	
Track laying and surfacing			66,669 75	66,669 75	
Fencing right of way			7,921 54	7,921 54	
Crossings, cattle guards, and signs			9,417 61	9,417 61	
Telegraph lines			4,901 20	4,901 20	
Station buildings and fixtures			121,046 79	121,046 79	
Shops, roundhouses, and turntables			12,983 12	12,963 12	
Shop machinery and tools			592 62	592 62	
Water stations			2,808 92	2,808 92	
Miscellaneous structures			210 79	210 79	
Legal expenses			20,651 92	20,651 92	
Interest and discount			214,008 71	214,008 71	
General expenses			132,488 29	132,488 29	
Total construction		\$3,881 66	\$2,057,535 62	\$2,061,417 28	\$32,285 31
Equipment:					
Locomotives			\$82,700 00	\$82,700 00	
Passenger cars			26,537 75	26,537 75	
Baggage, express and postal cars			2,025 00	2,025 00	
Combination cars			3,301 83	3,301 83	
Freight cars			54,426 41	54,426 41	
Other cars of all classes			5,839 37	5,839 37	
Total equipment			\$174,830 36	\$174,830 36	\$2,738 14
Total construction		\$3,881 66	2,057,535 62	2,061,417 28	32,285 31
Total cost construction, equipment, etc		\$3,881 66	\$2,332,365 98	\$2,236,247 64	\$35,023 45

INCOME ACCOUNT.

Gross earnings from operation.....	\$356,479 61	
Less operating expenses	247,447 93	
Income from operation		\$109,031 68
Dividends on stocks owned.....	\$8,905 25	
Interest on bonds owned.....	5,520 00	
Miscellaneous income—less expenses	6,273 43	
Income from other sources		20,697 68
Total income		\$129,729 96
Deductions from income:		
Interest on funded debt accrued	\$53,680 00	
Taxes	5,447 06	
Total deductions from income		59,127 06
Net income		\$70,602 90
Dividends, 4 per cent, common stock		40,000 00
Surplus from operations of year ending June 30, 1900.		\$30,602 90
Surplus on June 30, 1899.....		188,813 44
		\$219,415 74
Deductions for year		* 7,501 69
Surplus on June 30, 1900... ..		\$211,914 05
* Profit and loss entries are as follows:		
Amounts charged off in adjustment old accounts balance.....		\$11,690 89
Interest on bonds purchased for sinking fund.....		107 55
		\$11,798 44
Interest on sinking investments in excess expenses.	\$118 87	
Miscellaneous	4,178 38	4,296 75
		\$7,501 69

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger revenue.....			\$69,822 66
Mail			6,488 73
Express			3,500 00
Extra baggage and storage.....			636 64
Other items			200 00
Total passenger earnings.....			\$80,628 08
Total freight earnings			270,692 06
Total passenger and freight earnings.....			\$351,320 08
Other earnings from operation:			
Hire of equipment	\$465 10		
Rents from tracks, yards and terminals ..	1,200 00		
Other sources.....	3,494 43		
Total other earnings.....			5,160 53
Total gross earnings from operation....			\$356,479 61

STOCKS OWNED.

Railway Stocks.	Total par value.	Rate—%.	Income or dividend received.	Valuation.
Rumford Falls and Rangeley Lakes Railroad Company	\$89,500 00	..	.....	\$49,350

OTHER STOCKS.

Rumford Falls Publishing Company.	\$ 300 00	..	.....	\$ 300 00
International Paper Company (preferred). ...	78,700 00	6	\$7,386 50	54,552 00
Rumford Falls Power Company.....	.....	5	1,528 75	.....
Total	\$74,000 00	..	\$8,905 25	\$54,859 00
Grand total.....	\$163,500 00	..	\$8,905 25	\$104,302 00

BONDS OWNED.

Name.	Total par value.	Rate—%.	Income or interest received.	Valuation.
International Paper Company (debenture)	\$47,000 00	6	\$5,530 00	\$47,000 00

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property	Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks, yards and terminals	Rumford Falls ...	Rumford Falls and R. L. R. R. Co .....	.....	\$1,200

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rent of buildings and other property	\$465 00	\$118 66	\$346 34
Interest on notes and accounts	5,926 09	.....	5,926 09
Total	\$6,391 09	\$118 66	\$6,272 43

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$37,155 52
Renewals of rails	8,976 38
Renewals of ties	4,425 88
Repairs and renewals of bridges and culverts	15,740 18
Repairs and renewals of fences, road crossings, signs and cattle guards	1,891 88
Repairs and renewals of buildings and fixtures	3,354 14
Repairs and renewals of telegraph	286 26
Stationery and printing	54 65
Other expenses	100 46
Total	\$69,985 33
Maintenance of equipment:	
Superintendence	\$ 1,000 00
Repairs and renewals of locomotives	29,780 86
Repairs and renewals of passenger cars	3,717 37
Repairs and renewals of freight cars	23,837 12
Repairs and renewals of work cars	1,737 69
Repairs and renewals of shop machinery and tools	508 91
Stationery and printing	39 65
Other expenses	996 74
Total	\$51,128 34
Conducting transportation:	
Superintendence	\$ 1,525 00
Engine and roundhouse men	14,639 71
Fuel for locomotives	35,862 59
Water supply for locomotives	1,708 26
Oil, tallow and waste for locomotives	1,293 87
Other supplies for locomotives	339 69
Train service	10,430 10
Train supplies and expenses	1,686 16
Switchmen, flagmen and watchmen	4,547 29
Telegraph expenses	3,690 44
Station service	12,004 17
Station supplies	2,742 92
Car mileage—balance	6,393 68
Hire of equipment	310 60
Loss and damage	718 18
Injuries to persons	924 00
Clearing wrecks	64 18
Advertising	2,727 54
Outside agencies	100 00
Rents of tracks, yards and terminals	4,000 00
Rents for buildings and other property	517 00
Stationery and printing	1,811 82
Other expenses	14 65
Total	\$108,111 85
General expenses:	
Salaries of general officers	\$6,041 67
Salaries of clerks and attendants	6,757 46
General office expenses and supplies	1,704 80
Insurance	824 83
Law expenses	1,228 73
Stationery and printing (general offices)	1,233 61
Other expenses	431 52
Total	\$18,222 41
Recapitulation of expenses:	
Maintenance of way and structures	\$69,985 33
Maintenance of equipment	51,128 34
Conducting transportation	108,111 85
General expenses	18,222 41
Grand total	\$247,447 93

Percentage of expenses to earnings—69.41.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks: Maine Central R. R. Co.....	Between Rumford Jc. and Lewiston, 4.20 miles, trackage rights.....	Maine Central R. R. Co.....		\$4,000 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease
\$2,057,535 62	Cost of road		\$2,061,417 28		\$3,881 66	
174,830 36	Cost of equipment		174,830 36			
127,532 75	Stocks owned		104,262 00			\$23,330 75
47,000 00	Bonds owned		47,000 00			
	Other permanent investments		50,000 00		50,000 00	
16,027 82	Lands and build- ings owned		23,319 82		7,292 00	
130,854 79	Cash and current assets.....		171,571 01		40,717 22	
24,062 12	Other assets: Materials and supplies		40,004 31		15,942 19	
9,789 79	Sinking fund		8,467 28			1,322 51
\$2,587,633 25	Grand total		\$2,680,812 06		\$93,178 81	
	LIABILITIES.					
\$1,000,000 00	Capital stock		\$1,000,000 00			
1,350,000 00	Funded debt		1,342,000 00			\$8,000 00
36,326 47	Current liabilities		72,718 01		\$36,391 54	
12,483 34	Accrued interest on funded debt not yet payable		12,180 00			\$313 34
	Appropriat'ns for new equipment.		30,000 00		30,000 00	
	Appropriat'ns for new bridges.....		12,000 00		12,000 00	
\$188,813 44	Profit and loss.....		211,914 05		23,100 61	
\$2,587,633 25	Grand total		\$2,680,812 06		\$93,178 81	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Portland and Rumford Falls Railway consolidated 30 years mort. gold sinking fund bond dated November 2, 1886.....	Rumford Junct. also Canton.....	Rumford Falls } Livermore	68.85	\$15,663

All equipment owned mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3	939	\$6,041 67	\$6 43
Other officers.....	4	1,252	5,525 00	4 41
General office clerks.....	13	3,912	6,888 00	1 78
Station agents.....	20	6,148	8,312 66	1 35
Other station men.....	15	4,284	5,162 91	1 21
Enginemen.....	10	3,105	7,397 82	2 38
Firemen.....	10	3,002	4,524 01	1 51
Conductors.....	7	2,358	5,344 20	2 27
Other trainmen.....	18	5,122	7,686 40	1 50
Machinists.....	1	240	608 00	2 51
Carpenters and other shopmen.....	12	3,271	6,507 76	1 99
Section foremen.....	14	4,382	6,775 00	1 55
Other trackmen.....	48	12,641	15,863 35	1 25
Switchmen, flagmen and watchmen.....	10	3,155	4,535 19	1 44
Telegraph dispatcher.....	1	314	730 00	2 29
All other employees and laborers.....	50	7,805	12,109 17	1 55
Total (including "general officers").....	238	61,928	\$104,054 22	1 68
Less "general officers".....	8	939	6,041 67	6 43
Total (excluding "general officers").....	233	60,989	\$98,012 55	\$1 61
Distribution of above:				
General administration.....	16	4,851	\$13,007 75	\$3 68
Maintenance of way and structures.....	104	23,454	35,247 52	1 50
Maintenance of equipment.....	18	4,124	8,610 76	2 09
Conducting transportation.....	95	23,499	47,188 19	1 60

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	117,974			
Number of passengers carried one mile.....	2,792,628			
Number of passengers carried one mile per mile of road	41,087**			
Average distance carried, miles.....	23.67			
Total passenger revenue.....		69,822	66	
Average amount received from each passenger.....			59	185
Average receipts per passenger per mile.....			02	500
Total passenger earnings.....		80,625	03	
Passenger earnings per mile of road.....		1,184	84	
Passenger earnings per train mile.....			72	545
Freight traffic:				
Number of tons carried of freight earning revenue....	408,048			
Number of tons carried one mile.....	11,862,017			
Number of tons carried one mile per mile of road.....	175,635			
Average distance haul of one ton, miles.....	29.22			
Total freight revenue.....		270,682	05	
Average amount received for each ton of freight.....			66	178
Average receipts per ton per mile.....			02	266
Total freight earnings.....		270,682	05	
Freight earnings per mile of road.....		3,977	84	
Freight earnings per train mile.....			2	848
Total traffic:				
Gross earnings from operation.....		354,479	61	
Gross earnings from operation per mile of road.....		5,238	50	
Gross earnings from operation per train mile.....			1	72 341
Operating expenses.....		247,447	83	
Operating expenses per mile of road.....		3,636	27	
Operating expenses per train mile.....			1	19 629
Income from operation.....		106,031	68	
Income from operation per mile of road.....		1,602	23	
Car mileage:				
Mileage of passenger cars.....	282,523			
Average number of passenger cars in train.....	3			
Average number of passengers in train.....	25			
Mileage of loaded freight cars—north or east.....	466,381			
Mileage of loaded freight cars—south or west.....	407,812			
Mileage of empty freight cars—north or east.....	170,811			
Mileage of empty freight cars—south or west.....	212,228			
Average number of freight cars in train.....	13			
Average number of loaded cars in train.....	9			
Average number of empty cars in train.....	4			
Average number of tons of freight in train.....	125			
Average number of tons of freight in each loaded car.	10			
Average mileage operated during the year.....	68.05			
Train mileage:				
Mileage of revenue passenger trains.....	111,142			
Mileage of revenue freight trains.....	85,704			
Total revenue train mileage.....	206,846			
Mileage of nonrevenue trains.....	72,888			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road—whole tons.	Freight received from connecting roads and other carriers—whole tons.	Total freight tonnage—whole tons.
Total tonnage.	241,645	167,408	409,048

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....	4	4	4	Westinghouse.		
Freight.....	6	6	6	Westinghouse	6	Janney.
Switching.....	1	1				
Total locomotives in service.....	11	11	10	Westinghouse	6	Janney.
Total locomotives owned.....	11	11	10	Westinghouse	6	Janney.
Cars—owned and leased:						
In passenger service—						
First class cars.....	6	6	6	Westinghouse	6	Miller.
Combination cars.....	3	3	3	Westinghouse	3	Miller.
Baggage, express and postal cars.....	1	1	1	Westinghouse	1	Miller.
Total.....	10	10	10	Westinghouse	10	Miller.
In freight service—						
Box cars.....	*5	79	75	Westinghouse	75	Janney.
Flat cars.....		35			25	Janney.
Total	*5	114	75	Westinghouse	100	Janney.
In company's service—						
Gravel cars.....	*2	28				
Derrick cars.....		1				
Caboose cars.....		3			3	Janney.
Other road cars.....		13				
Snow plows.....		4				
Total	*3	49			3	Janney.
Total cars in service.....	*2	173				
Total cars owned.....		173				

* Decrease.

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track....	53.58	10.27	.....	4.20	68.05	.....	.....	63.85
Miles of yard track and sidings	13.02	4.16	.....	.....	17.18	2.60	2.27	14.91
Total mileage operated (all tracks).....	66.60	14.43	... ..	4.20	85.23	2.60	2.27	78.76

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine	53.58	10.27	63.85	.....	.....	63.85

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	52 250		70 822 11 70 37 84	Cedar	15,596	32.7c.
Total steel	302			Hemlock		
				Blackmatack ..		
				Ash		
				Oak		

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	2,423	4	5	2,428	111,142	43.69	
Freight	4,541	10	9	4,560	95,704	36.13	
Switching	1,120	3	3	1,126	58,082	40.06	
Construction	455	1	.50	456	16,836	54.17	
Total	8,539	18	17.50	8,569	279,744	61.19	
Average cost at distributing point.....	\$4.08	\$2.84	\$2.84				

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling	1	.....	.....	.....	1
Falling from trains and engines	1	.....	.....	.....	.....	.....	1
Total	1	.....	1	.....	.....	.....	2
Kind of Accident.	OTHERS.							
	PASSENGERS.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings	1	.....	.....	.....	1
*Other causes	1	.....	1
Total	1	.....	1	.....	2

* Horse frightened at cars standing in yard, throwing man out of carriage. Cars stood outside street limit 10 feet.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. Ft. In.	Minimum length. Ft. In.	Maximum length. Ft. In.	Item.	Number.	Height of lowest above surface of rail. Ft. In.
Bridges:					Overhead Highway Crossings:		
Stone ...	3	18	6	12	Trestles	1	21
Iron and steel ..	19	1,600.2	13	600			
Wooden.	5	127	10	71	Overhead Railway Crossings:		
Stone and rails...	7	61	6	12			
Total..	34	1,815.2					
Trestles ..	2	680	150	540			

Gauge of track, 4 feet, 8½ inches—63.85 miles.

Report of the Rumford Falls and Rangeley Lakes Railroad Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report. Rumford Falls and Rangeley Lakes Railroad Company.

Date of organization. September 11, 1894.

Under laws of what government, state or territory organized. Organized under the General Laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Hugh J. Chisholm	Portland, Me.	September 11, 1900.
Galen C. Moses.....	Bath, Me.	September 11, 1900.
Wm. W. Brown.....	Portland, Me.	September 11, 1900.
*Edward Plummer.....	Lisbon Falls, Me.	September 11, 1900.
H. J. Brown.	Portland, Me.	September 11, 1900.
E. B. Denison. ...	Portland, Me.	September 11, 1900.
Waldo Pettengill.....	Rumford Falls, Me.	September 11, 1900.
Fred E. Richards.....	Portland, Me.	September 11, 1900.
R. C. Bradford.....	Portland, Me.	September 11, 1900.

Total number of stockholders at date of last election, 13.

Date of last meeting of stockholders for election of directors, September 12, 1899.

Post office address of general office, Portland, Me.

Post office address of operating office, Rumford Falls, Me.

OFFICERS.

Title.	Name.	Location of Office.
President	Hugh J. Chisholm.....	Portland, Me.
Clerk	R. C. Bradford	Portland, Me.
Treasurer	R. C. Bradford	Portland, Me.
General Manager ..	Waldo Pettengill ..	Rumford Falls, Me.
Chief Engineer.....	R. B. Straton.....	Rumford Falls, Me.
Superintendent ...	E. L. Lovejoy.....	Rumford Falls, Me.
Traffic Manager.	R. C. Bradford	Portland, Me.

* Deceased.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of road named.
	From--	To--		
Rumford Falls and Rangeley Lakes Railroad.....	Rumford Falls....	Bemis	27.00	
Houghton Branch	Houghton	Township E.....	4.31	31.31
Portland and Rumford Falls Railway	Passenger station Rumford Falls..	R. L. bridge over Androgin river.	1.42	1.42
Total				32.73

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	1,500	\$100	\$150,000 00	\$150,000 00		
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: common .....			.....	.....	1,500	\$150,000 00

In May, 1899, the Portland and Rumford Falls Railway acquired by purchase a controlling interest in the capital stock of this company.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
Forty years gold bond.	Oct. 1, 1897.	Oct. 1, 1937.	\$400,000	\$400,000	\$400,000	.....	5	Apr. & Oct.	\$ 20,000 00	\$ 20,000 00

EQUIPMENT TRUST OBLIGATIONS.

GENERAL STATEMENT.

Series or other designation.	Date of issue.	Term.	Number of payments.	Equipment covered.
A, equip. trust notes..	October 1, 1896....	5 years.....	33	*30 Pullman flat cars.
B, equip. trust notes..	Sept. 25, 1897.....	3 years.....	7†	1 locomotive.
C, equip. trust notes..	Feb. 21, 1898.....	5 years.....	17	*20 Pullman flat cars.

STATEMENT OF AMOUNT.

Series or other designation.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS —PRINCIPAL.		DEFERRED PAYMENTS —INTEREST.			
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
A	\$915	\$9,079 20	\$3,177 72				
B	901	8,903 64	2,225 91				
C	1,224	5,811 40	3,777 41				
Total	\$3,040	\$23,794 24	\$9,181 04				

* Pullman Palace Car Company.

† Burnham, Williams & Co.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	\$400,000 00	\$400,000 00	\$20,000 00	\$20,000 00
Equipment trust obligations....	23,794 24	9,181 04		
Total	\$423,794 24	\$409,181 04	\$20,000 00	\$20,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash ..	\$3,928 81	Audited vouchers and accounts, including June pay roll	\$5,371 08
Due from agents	581 88	Miscellaneous	1,523 31
Due from solvent companies and individuals	921 39	Total—current liabilities.	\$6,898 34
Net traffic balances due from other companies	2,714 20	Balance—cash assets	1,252 92
Total—cash and current assets	\$8,146 28	Total	\$8,146 26

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$150,000 00	\$150,000 00	.....	31.31	\$ 4,791 00
Bonds	400,000 00	400,000 00	.....	31.31	12,775 00
Equipment trust obligations	9,181 04	9,181 04	.....	31.31	283 00
Total	\$559,181 04	\$559,181 04	.....	13.31	\$17,859 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Rumford Falls and Rangeley Lakes Railroad... ..	\$150,000 00	\$409,181 04	\$559,181 04	31.31	\$17,859 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Total construction	\$7,240 08	\$485,183 16	\$502,423 24	\$16,048 70
Total equipment	1,734 77	30,024 96	36,748 73	3,080 03
Grand total cost construc- tion, equipment, etc	\$8,963 85	\$515,207 12	\$539,172 97	\$19,136 73

INCOME ACCOUNT.

Gross earnings from operation	\$91,191 88	
Less operating expenses	65,378 69	
Income from operation.....		\$25,813 19
Deductions from income:		
Interest on funded debt accrued	\$20,000 00	
Interest on interest-bearing current liabilities accrued not otherwise provided for	601 74	
Taxes	743 00	
Total deductions from income.....		\$21,344 83
Net income.....		\$3,968 36
Surplus from operations of year ending June 30, 1900.....		\$3,968 36
Surplus on June 30, 1899.....		\$3,410 72
		\$37,379 08
Additions for year.....	\$446 89	
Deductions for year	34 85	
		*412 04
Surplus on June 30, 1900.....		\$37,791 12
Profit and loss:*		
Additions—sale of old material		\$446 89
Deductions—custom account B. M. Co.....	\$23 01	
custom account, balance	6 84	
Charged off.....		34 85
Net addition.....		\$412 08

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger revenue.....			\$12,816 15
Mail			1,302 86
Express			686 03
Total passenger earnings			\$14,705 14
Total freight earnings			75,195 44
Total passenger and freight earnings.....			\$89,900 58
Other earnings from operation:			
Car mileage.....			\$312 08
Hire of equipment			50 08
Other sources			429 16
Total other earnings			1,291 30
Total gross earnings from operation			\$91,191 88

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$16,808 72
Renewals of rails.....	98 71
Renewals of ties.....	5,912 55
Repairs and renewals of bridges and culverts.....	299 31
Repairs and renewals of fences, road crossings, signs and cattle guards.....	103 09
Repairs and renewals of buildings and fixtures.....	994 73
Repairs and renewals of telegraph.....	560 52
Stationery and printing.....	3 50
Other expenses.....	11 10
Total	\$24,864 82
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$3,642 14
Repairs and renewals of passenger cars.....	565 86
Repairs and renewals of freight cars.....	4,778 68
Repairs and renewals of work cars.....	245 47
Repairs and renewals of shop machinery and tools.....	18 48
Stationery and printing.....	32 00
Other expenses.....	522 50
Total	\$9,807 13
Conducting transportation:	
Engine and roundhouse men.....	\$3,875 31
Fuel for locomotives.....	14,422 12
Water supply for locomotives.....	742 96
Oil, tallow and waste for locomotives.....	357 92
Other supplies for locomotives.....	78 78
Train service.....	3,083 16
Train supplies and expenses.....	504 24
Switchmen, flagmen and watchmen.....	9 00
Telegraph expenses.....	344 19
Station service.....	1,639 65
Station supplies.....	441 55
Car mileage.....	306 47
Hire of equipment.....	104 50
Loss and damage.....	239 59
Injuries to persons.....	10 00
Clearing wrecks.....	17 92
Advertising.....	2 33
Rents for tracks, yards and terminals.....	1,270 00
Stationery and printing.....	245 77
Other expenses.....	1 50
Total	\$27,625 58
General expenses:	
Salaries of general officers.....	\$1,599 96
Salaries of clerks and attendants.....	1,224 90
General office expenses and supplies.....	180 08
Insurance.....	248 01
Law expenses.....	1 50
Stationery and printing (general offices).....	158 73
Other expenses.....	108 04
Total	\$3,581 16
Recapitulation of expenses:	
Maintenance of way and structures.....	\$24,864 82
Maintenance of equipment.....	9,807 13
Conducting transportation.....	27,625 58
General expenses.....	3,581 16
Grand total.....	\$65,878 69

Percentage of expenses to earnings—.73342%.

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of property.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks, yards and terminals.....	Rumford Falls...	Portland & Rumford Falls Railway.....	.....	\$1,900 00

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	\$495,189 16	Cost of road.....		\$502,422 24	\$7,240 08	
	95,024 26	Cost of equipment.....		26,748 78	1,723 77	
	1,548 27	Other permanent investments....		1,548 27		
	14,044 79	Cash and current assets.....		8,146 26	.....	\$5,896 53
	\$605,800 18	Grand total . .		\$608,865 50	\$3,065 32	
		LIABILITIES.				
	\$150,000 00	Capital stock.....		\$150,000 00		
	412,154 04	Funded debt.....		409,181 04		\$2,973 00
	5,235 42	Current liabilities.....		6,896 34	\$1,657 92	
	5,000 00	Accrued interest on funded debt not yet payable.....		5,000 00		
	33,410 72	Profit and loss.....		37,791 12	4,380 40	
	\$605,800 18	Grand total ...		\$608,865 50	\$3,065 32	

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per line of line.
	From—	To—	Miles.	
Five per cent gold 40 year bonds, \$400,000	Rumford Falls	Bemis Township E.....	37.00 4.31	\$12,775 †
Equipment trust notes ...	Houghton			

No income or securities mortgaged.

† One locomotive and fifty flat cars mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers... { 3 }	2	616	\$1,599 96	\$3 60
Other officers.... { 3 }	2	616	1,324 80	2 09
General office clerks	5	1,542	1,585 85	1 00
Station agents	1	106	113 43	1 06
Other station men.....	3	1,076	2,468 63	2 29
Enginemen.....	3	866	1,299 86	1 51
Firemen	3	862	1,728 75	2 01
Conductors.....	4	1,294	1,864 73	1 50
Other trainmen	2	705	1,275 65	1 81
Other shopmen	8	2,436	2,733 91	1 54
Section foremen.....	23	6,250	7,839 19	1 25
Other trackmen	2	616	860 00	1 40
Switchmen, flagmen, and watchmen	4	4,229	6,175 34	1 46
All other employees and laborers				
Total (including "general officers")	61	21,186	\$31,340 02	\$1 50
Less "general officers"	2	616	1,599 96	2 60
Total (excluding "general officers").....	59	20,569	\$30,340 06	\$1 47
Distribution of above:				
General administration.....	4	1,233	\$ 2,884 86	\$3 34
Maintenance of way and structures	34	12,905	17,747 44	1 38
Maintenance of equipment.....	2	705	1,378 55	1 81
Conducting transportation	21	6,354	9,929 17	1 56

* Service performed by officials of Portland and Rumford Falls Railway, for which the Rumford Falls and Rangeley Lakes Railroad Company pay \$1,600 per annum. It is estimated that the time is equivalent to that of two men.

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	11,781			
Number of passengers carried one mile.....	948,779			
Number of passengers carried one mile per mile of road.....	8,788**			
Average distance carried, miles.....	21.13			
Total passenger revenue.....		12,816	15	
Average amount received from each passenger.....		1	08	787
Average receipts per passenger per mile.....			05	153
Total passenger earnings.....		14,705	14	
Passenger earnings per mile of road.....		517	42	
Passenger earnings per train mile.....		58	910	
Freight traffic:				
Number of tons carried of freight earning revenue....	100,252			
Number of tons carried one mile.....	2,084,488			
Number of tons carried one mile per mile of road.....	68,593**			
Average distance haul of one ton, miles.....	20.89			
Total freight revenue.....		75,185	44	
Average amount received for each ton of freight.....			75	008
Average receipts per ton per mile.....			03	580
Total freight earnings.....		75,185	44	
Freight earnings per mile of road.....		3,297	45	
Freight earnings per train mile.....		1	86	
Total traffic:				
Gross earnings from operation.....		91,191	88	
Gross earnings from operation per mile of road.....		3,786	19	
Gross earnings from operation per train mile.....		1	44	002
Operating expenses.....		68,878	69	
Operating expenses per mile of road.....		2,104	45	
Operating expenses per train mile.....		1	08	787
Income from operation.....		25,813	19	
Income from operation per mile of road.....		773	89	
Car mileage, etc:				
Mileage of passenger cars.....	46,085			
Average number of passenger cars in train.....	2			
Average number of passengers in train.....	10			
Average mileage operated during year.....	32.73			
Train mileage:				
Mileage of revenue passenger trains.....	24,862			
Mileage of revenue freight trains.....	38,865			
Total revenue train mileage.....	63,827			
Mileage of nonrevenue trains.....	17,276			

As Houghton branch is operated for freight only, 28.42 miles is used as basis for figuring passenger items per mile of road and 33.73 miles for freight items per mile of road.

FREIGHT TRAFFIC MOVEMENT.

Freight originating on this road, whole tons—26,423; freight received from connecting roads and other carriers, whole tons—3,829; total freight tonnage, whole tons—100,252.

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Freight	4	1	1	Westinghouse.		
Total locomotives in service.	4	1				
Less locomotives leased.....	1					
Total locomotives owned....	3					
Cars owned and leased:						
In passenger service—						
First-class cars	1	1	1	Westinghouse	1	Miller.
Combination cars	3	1	1	Westinghouse	1	Miller.
Total	4	2			2	
In freight service—						
Box cars	*1	5				
Flat cars		49				
Logging trucks, basis 8 wheels		106				
Total ..	*1	160				
In company's service—						
Gravel cars ..	*1	13				
Derrick cars ..		1				
Caboose cars ..		1				
Other road cars ..		2				
Snow plow		1				
Total		18				
Total cars in service		182				
Less cars leased		50				
Total cars owned		182				

* Decrease.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	27.00	4.81	1.42	32.73	.81	.....	31.81
Miles of yard track and sidings	4.53	.81	.....	5.34	*.63	....	5.34
Total mileage operated (all tracks)	31.53	5.12	1.42	38.07	†.32	.....	36.65

* Taken up.

† Less.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point—cents.
Cedar.....	22,758	26.86.
Hemlock.....		
Hackmatack.....		
Ash.....		
Oak.....		

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		762	1	1	763	24,963	61.13
Freight.....		1,810	1	2	1,812	28,365	68.40
Switching.....		140	.50	.50	141	5,329	53.93
Construction.....		184	1	1	185	11,947	30.97
Total.....		2,396	3.50	4.50	2,401	80,608	59.58
Average cost at distributing point.....		\$5 90	\$2 52	\$2 52			

ACCIDENTS.

One trainman injured, coupling and uncoupling.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
		Ft. In.	Ft. In.	Ft. In.			
Bridges:					Overhead Highway Crossings:		
Iron.....	3	500.6	50	350.6	Overhead Railway Crossings:		
Wooden.	15	313	8	67			
Total..	18	813.6					
Trestles ..	11	1395	30	408			

Gauge of track, 4 feet, 8½ inches—31.31 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY THIS COMPANY.			
		Miles of line.	Miles of wire.	Name of Operating Company.	
27	54	27	54	Rumford Falls and Rangeley Lakes Railroad Company as a metallic telephone circuit.	

Report of the Sandy River Railroad Company for the Year Ending June 30, 1900.

(Narrow Gauge—Two Feet.)

HISTORY.

Name of common carrier making this report. Sandy River Railroad Company.

Date of organization. April 8, 1879.

Under laws of what government, state or territory organized. State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Weston Lewis.....	Gardiner, Me	November 21, 1900.
Josiah S. Maxcy.....	Gardiner, Me.....	November 21, 1900.
P. H. Winslow.....	Gardiner, Me.	November 21, 1900.

Total number of stockholders at date of last election, 8.

Date of last meeting of stockholders for election of directors, November 15, 1899.

Post office address of general office, Gardiner, Me.

Post office address of operating office, Gardiner, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Weston Lewis	Gardiner, Me.
President	Weston Lewis	Gardiner, Me.
First Vice-President.....	Josiah S. Maxcy	Gardiner, Me.
Clerk	George A. Farrington...	Gardiner, Me.
Treasurer	George A. Farrington...	Gardiner, Me.
Attorney, or General Counsel ..	F. E. Timberlake	Phillips, Me.
Auditor	P. H. Winslow	Gardiner, Me.
General Manager	Josiah S. Maxcy	Gardiner, Me.
General Superintendent.....	F. N. Beal.....	Phillips, Me.
General Freight Agent	F. N. Beal.....	Phillips, Me.
General Pass. and Ticket Agent	George A. Farrington...	Gardiner, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Sandy River Railroad	Farmington	Phillips.	18	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	1,000	\$100	\$100,000	\$100,000	6%	\$6,000 00
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: common .....			.....	.....	691	\$69,100 00
Issued for stock dividend .....			.....	.....	309	
Total.....			.....	.....	1,000	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mort. bonds.	1885	1915	\$100,000	\$100,000	\$100,000	\$100,000	5	Mar. & Sept.	\$5,000	\$5,000
1st mort. consol ...	1898	1921	200,000	200,000	200,000	200,000	5	Jan. & July	10,000	10,000
Total.....			\$300,000	\$300,000	\$300,000	\$300,000	...	...	\$15,000	\$15,000

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.	\$300,000 00	\$300,000 00	\$15,000 00	\$15,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1899.	
Cash.....	\$4,947 19	Loans and bills payable.....	\$8,500 00
Due from agents	1,606 89	Audited vouchers and accounts	7,045 87
Due from solvent companies and individuals	4,156 67	Wages and salaries.	1,044 27
Net traffic balances due from other companies	3,006 34	Dividends not called for.....	3,000 00
Total—cash and current assets	\$13,717 09	Matured interest coupons unpaid	5,000 00
Balance—current liabilities..	11,322 55	Miscellaneous	450 00
Total	\$25,039 64	Total—current liabilities.	\$25,039 64

* Materials and supplies on hand, \$1,865.50.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$100,000 00	\$100,000 00	.....	18	\$ 5,556 00
Bonds	300,000 00	300,000 00	.....	18	16,667 00
Total	\$400,000 00	\$400,000 00	.....	18	\$32,223 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Sandy River Railroad.....	\$100,000 00	\$300,000 00	\$400,000 00	18	\$32,223 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to income account as permanent improvements. Charged to construction or equipment.			
Construction:					
Engineering			\$687 22	\$687 22	\$38 18
Right of way and station grounds		\$50 00	5,345 09	5,395 09	299 72
Real estate			1,925 83	1,925 83	106 99
Grading			125,906 16	125,906 16	6,994 79
Bridges, trestles, and culverts			23,069 38	23,069 38	1,281 63
Ties			5,400 00	5,400 00	300 00
Rails		603 43	38,083 56	38,986 99	2,165 94
Fencing right of way			2,753 98	2,753 98	153 27
Station buildings and fixtures		1,527 19	6,430 20	7,957 39	442 07
Shop machinery and tools			1,328 21	1,328 21	73 79
Water stations			1,131 72	1,131 72	62 87
Interest during construction			2,514 95	2,514 95	139 73
General expenses			1,580 68	1,580 68	88 37
Total construction		\$2,480 62	\$216,171 96	\$218,652 60	\$12,147 37
Equipment:					
Locomotives		\$1,500 00	\$17,579 00	\$19,079 00	\$1,059 94
Passenger cars			7,500 00	7,500 00	416 67
Baggage, express, and postal cars			2,000 00	2,000 00	111 11
Freight cars		800 24	20,088 64	20,888 88	1,160 49
Total equipment		\$2,300 24	\$47,167 64	\$49,467 88	\$2,748 22
Total construction		2,477 27	216,171 96	218,649 25	12,147 18
Grand total cost construction, equipment, etc		\$4,777 51	\$263,339 62	\$268,117 13	\$14,896 40

INCOME ACCOUNT.

Gross earnings from operation	\$47,421 50	
Less operating expenses	25,166 63	
Income from operation		\$22,254 87
Interest on bonds owned	\$2,500 00	
Miscellaneous income—less expenses	66 08	
Income from other sources		2,566 08
Total income		\$24,820 90
Deductions from income:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for	\$15,000 00	
Interest on real estate mortgages	835 84	
Taxes	597 63	
Total deductions from income		15,968 47
Net income		\$8,847 43
Dividends, common stock, 6%		6,000 00
Surplus from operations of year ending June 30, 1900		\$2,847 43
Deficit on June 30, 1899		99,968 11
Deficit on June 30, 1900		\$97,140 68

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue	\$14,951 61		
Less repayments—			
Tickets redeemed		\$24 45	
Total passenger revenue			\$14,927 16
Mail	\$1,375 87		
Express	1,637 54		
Extra baggage and storage	133 31		
Other items	87 63		
Total passenger earnings			3,374 87
Total passenger earnings			\$18,302 03
Freight:			
Freight revenue	\$29,178 39		
Less repayments—			
Overcharge to shippers		\$161 23	
Total freight earnings			\$29,017 16
Total passenger and freight earnings			\$47,319 19
Other earnings from operation:			
Car mileage—balance			\$102 81
Total gross earnings from operation			\$47,421 50

STOCKS OWNED.

RAILWAY STOCK.

Railway Stocks.	Total par value.	Rate—%.	Income or dividend received.	Valuation.
Kingfield and Dead River Railroad.....	\$4,500 00	..	.....	\$4,500 00

BONDS OWNED.

Name.	Total par value.	Rate—%.	Income or interest received.	Valuation.
Phillips and Rangeley Railroad, 2d mortgage..	\$50,000 00	5	\$2,500 00	\$41,500 00

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rent of small buildings, etc.....	\$66 08	..	\$66 08

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$5,907 58
Renewals of ties.....	147 70
Repairs and renewals of bridges and culverts.....	168 40
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	119 96
Repairs and renewals of buildings and fixtures.....	61 08
Total	\$6,404 67
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$1,337 39
Repairs and renewals of passenger cars.....	582 85
Repairs and renewals of freight cars.....	834 79
Other expenses.....	285 48
Total	\$3,890 51
Conducting transportation:	
Engine and roundhouse men.....	\$2,860 10
Fuel for locomotives.....	2,762 32
Water supply for locomotives.....	569 80
Other supplies for locomotives.....	164 88
Train service.....	2,240 05
Train supplies and expenses.....	946 97
Switchmen, flagmen, and watchmen.....	735 18
Station service.....	1,941 75
Station supplies.....	268 73
Transferring freight.....	254 54
Miscellaneous transportation.....	63 75
Loss and damage.....	13 96
Advertising.....	416 96
Stationery and printing.....	300 74
Total	\$12,129 66
General expenses:	
Salaries of general officers.....	\$1,600 00
General office expenses and supplies.....	29 37
Insurance.....	330 00
Mail and general expenses.....	1,573 43
Total	\$3,531 79
Recapitulation of expenses:	
Maintenance of way and structures.....	\$6,404 67
Maintenance of equipment.....	3,890 51
Conducting transportation.....	12,129 66
General expenses.....	3,531 79
Grand total	\$26,156 63

Percentage of expenses to earnings, .58.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$216,171 68	Cost of road.....		\$218,653 60	\$2,480 62	
	47,167 64	Cost of equipment		49,467 88	2,300 24	
	4,500 00	Stocks owned		4,500 00		
	41,565 20	Bonds owned		41,565 20		
	8,541 66	Cash and current assets		13,717 09	4,175 43	
	973 00	Other assets: Materials and supplies		1,965 50	992 50	
	96,868 11	Profit and loss		97,140 68		\$3,847 48
	\$419,907 59	Grand total.....		\$427,006 95	\$7,101 36	
		LIABILITIES.				
	100,000 00	Capital stock		\$100,000 00		
	300,000 00	Funded debt ..		300,000 00		
	18,089 26	Current liabilities		25,089 64	\$6,960 38	
	1,816 33	Accrued interest on funded debt not yet payable		1,969 31	150 98	
	\$419,907 59	Grand total ...		\$427,006 95	\$7,101 36	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds	Farmington	Phillips	18	\$5,556 00
First mortgage consolidated	Farmington	Phillips	18	11,111 00

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	2	626	\$1,600 00	\$2 56
Station agents.....	3	939	1,328 00	1 42
Other station men.....	2	633	603 75	96
Enginemen.....	2	718	1,433 00	2 00
Firemen.....	2	713	927 10	1 30
Conductors.....	2	660	980 00	1 50
Other trainmen.....	3	952	1,218 30	1 27
Machinists.....	1	310	743 37	2 40
Carpenters.....	2	55	82 20	1 49
Other shopmen.....	4	854	1,216 20	1 42
Section foremen.....	3	802	1,481 48	1 51
Other trackmen.....	6	1,947	2,447 47	1 25
Switchmen, flagmen and watchmen.....	3	788	739 25	94
All other employees and laborers.....	9	1,028	1,349 61	1 31
Total (including "general officers").....	44	11,714	\$16,169 74	\$1 44
Less "general officers".....	2	626	1,600 00	2 56
Total (excluding "general officers").....	42	10,588	\$14,569 74	\$1 38
Distribution of above:				
General administration.....	2	626	\$1,600 00	\$2 56
Maintenance of way and structures.....	18	5,968	5,278 57	1 33
Maintenance of equipment.....	7	1,219	2,041 77	1 67
Conducting transportation.....	17	5,411	7,249 40	1 34

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	27,598			
Number of passengers carried one mile.	384,678			
Number of passengers carried one mile per mile of road	21,371			
Average distance carried, miles	13.94			
Total passenger revenue		14,927	16	
Average amount received from each passenger.....			54	088
Average receipts per passenger per mile			03	880
Total passenger earnings.....		18,302	03	
Passenger earnings per mile of road		1,016	77	944
Passenger earnings per train mile.			45	496
Freight traffic:				
Number of tons carried of freight earning revenue ...	34,729			
Number of tons carried one mile	491,647			
Number of tons carried one mile per mile of road	27,314			
Average distance haul of one ton, miles	14.16			
Total freight revenue		29,017	16	
Average amount received for each ton of freight....			83	553
Average receipts per ton per mile.....			05	902
Total freight earnings.		29,017	16	
Freight earnings per mile of road		1,612	06	444
Freight earnings per train mile.....			2	18 273
Total traffic:				
Gross earnings from operation		47,421	50	
Gross earnings from operation per mile of road		2,634	52	778
Gross earnings from operation per train mile ...			1	15 201
Operating expenses.....		25,156	63	
Operating expenses per mile of road....		1,397	59	056
Operating expenses per train mile			61	113
Income from operation.....		22,264	87	
Income from operation per mile of road.....		1,236	93	722
Train mileage:				
Mileage of revenue passenger trains	27,870			
Mileage of revenue mixed trains	12,358			
Mileage of revenue freight trains.....	936			
Total revenue train mileage.....	41,164			
Mileage of nonrevenue trains	3,217			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	Total freight tonnage— whole tons.
Total tonnage.....	11,231	22,496	34,729

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger		3	3	Eames.		
Freight	1	2	1	Eames.		
			1	Westinghouse.		
Total locomotives in service.		5	5			
Total locomotives owned		5	5			
Cars—owned and leased:						
In passenger service—						
First-class cars		3	3	Eames.		
Combination cars		1	1	Eames.		
Baggage, express and postal cars		2	2			
Total		6	6			
In freight service—						
Box cars		30				
Flat cars	6	37				
Total	6	67				
Total cars in service		73	6	Eames.		
Total cars owned		73	6	Eames.		

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Total mileage operated (all tracks)	18	.....	18	.....	.....	18

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel.....	50.19	106	\$18 00	Cedar.....	1,477	19c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		WOOD—cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	495.25	.....	.....	495.25	37,870	35.54
Freight....	..	16.63	.....	.....	16.63	986	35.53
Switching	219.60	.....	.....	219.60	12,358	35.54
Construction	57.17	.....	.....	57.17	3,217	35.54
Total	788.65	.....	.....	788.65	44,381	35.54
Average cost at distributing point.....	..	\$3.51	.....	.....	\$3.51		

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. Ft. In.	Minimum length. Ft. In.	Maximum length. Ft. In.	Item.	Number.	Height of lowest above surface of rail. Ft. In.
Bridges:					Overhead Highway Crossings:		
Stone ...	2	269	105	157	Bridges	1	13
Iron ...	4	161.1	19.6	87.7	Trestles.....	1	15
Wooden.					Total	2	
Total..	2	428.1			Overhead Railway Crossings:		
Trestles:	2	186	63	123			

Gauge of track, 2 feet—18.00 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
18	18	Western Union Telegraph Co....	Western Union Telegraph Co.

Report of the Seabaticook and Moosehead Railroad Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report. Seabaticook and Moosehead Railroad Company.

Date of organization. July 24, 1888.

Under laws of what government, state or territory organized. State of Maine.

Post office address of general office, Hartland, Me.

Post office address of operating office, Hartland, Me.

OFFICERS.

Title.	Name.	Location of Office.
Receiver.....	A. B. Thompson....	Hartland, Maine.
Treasurer.	A. B. Thompson.....	Hartland, Maine.
General Manager	A. B. Thompson.	Hartland, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Seabaticook & Moosehead R. R. ..	Pittsfield.....	Hartland.....	8	8

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	8,000	\$50	\$400,000	\$180,000		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST.		
	Date of issue.	When due.				Rate—%.	When payable.	Amount accrued during year.
1st mortgage..	Oct. 1896.	Oct. 1926.	\$250,000	\$100,000	\$100,000			

INCOME ACCOUNT.

Gross earnings from operation.....	\$10,361 51	
Less operating expenses.....	8,246 11	
Income from operation		\$2,115 40
Deductions from income:		
Taxes		\$49 50
Net income		\$2,065 90

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger revenue.			\$3,237 60
Mail			251 10
Express			570 60
Total passenger earnings.....			\$4,059 30
Freight:			
Total freight revenue....			\$6,272 13
Total passenger and freight earnings.....			\$10,361 51
Total gross earnings from operation....			\$10,361 51

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,483 44
Renewals of ties.....	202 73
Repairs and renewals of bridges and culverts....	37 55
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	6 00
Other expenses.....	58 08
Total.....	\$1,782 74
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$103 06
Repairs and renewals of passenger cars.....	16 32
Repairs and renewals of work cars.....	51 07
Other expenses.....	12 65
Total.....	\$182 10
Conducting transportation:	
Engine and roundhouse men.....	\$1,249 82
Fuel for locomotives.....	2,539 40
Water supply for locomotives.....	23 81
Oil, tallow, and waste for locomotives.....	81 28
Other supplies for locomotives.....	33 71
Train service.....	212 46
Train supplies and expenses.....	24 06
Telegraph expenses.....	4 00
Station service.....	635 96
Station supplies.....	52 33
Car mileage—balance.....	19 15
Hire of equipment—balance.....	591 00
Loss and damage.....	3 50
Rents of buildings and other property.....	179 00
Stationery and printing.....	22 20
Other expenses.....	65 73
Total.....	\$5,557 51
General expenses:	
Salaries of general officers.....	\$698 45
General office expenses and supplies.....	11 06
Stationery and printing (general offices).....	9 25
Other expenses.....	10 00
Total.....	\$728 76
Recapitulation of expenses:	
Maintenance of way and structures.....	\$1,782 74
Maintenance of equipment.....	182 10
Conducting transportation.....	5,557 51
General expenses.....	728 76
Grand total.....	\$8,246 11

EMPLOYEES AND SALARIES.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	301½	\$688 45	\$3 30
Station agents.....	2	603	578 46	95
Other station men.....	2	600	57 56	08
Enginemen.....	1	309	490 65	1 58
Firemen.....	1	307½	384 37	1 35
Conductors.....	1	119	161 21	1 35
Other trainmen.....	1	41	51 25	1 35
Section foremen.....	1	300	458 75	1 53
Other trackmen.....	3	805	1,006 54	1 35
Watchmen, telegraph operators and dispatchers.....	1	352	374 80	1 06
All other employees and laborers.....	2	24	48 00	1 00
Total (including "general officers").....	16	3,783	\$4,304 38	
Less "general officers".....	1	301½	688 45	\$3 30
Total (excluding "general officers").....	15	3,480½	\$3,611 53	

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passen- gers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	10,064			
Number of passengers carried one mile.....	80,673			
Average distance carried, miles.....	8.00			
Total passenger revenue.....		3,237	60	
Average amount received from each passenger.....			31	
Average receipts per passenger per mile.....			04	
Total passenger earnings.....		4,089	39	
Passenger earnings per train mile.....			24	541
Freight traffic:				
Number of tons carried of freight earning revenue....	10,513			
Number of tons carried one mile.....	84,104			
Number of tons carried one mile per mile of road.....	1,314			
Average distance haul of one ton, miles.....	8.00			
Total freight revenue.....		6,272	12	
Average amount received for each ton of freight.....			59	7
Average receipts per ton per mile.....			07	4
Total freight earnings.....		6,272	12	
Freight earnings per mile of road.....		754	01	5
Freight earnings per train mile.....			37	607
Total traffic:				
Gross earnings from operation.....		10,361	51	
Gross earnings from operation per train mile.....			62	183
Operating expenses.....		8,246	11	
Operating expenses per train mile.....			49	487
Income from operation.....		2,065	90	
Income from operation per mile of road.....			258	37
Train mileage:				
Mileage of revenue passenger trains.....	5,008			
Mileage of revenue mixed trains.....	11,655			
Total revenue train mileage.....	16,663			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	Total freight tonnage— whole tons.
Total tonnage.....	5,007	5,506	10,513

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....	}	2	1		1	
Freight.....						
Switching.....						
Total locomotives in service.....		1	1		1	
Total locomotives owned.....		2	1		1	
Cars—owned and leased:						
In passenger service--						
Second-class cars.....		1				
Combination cars.....		1				
Total.....		2				
In freight service—						
Flat cars.....		6				
Total		6				
Total cars in service.....		8				
Total cars owned.....		8				

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track....	8	.....	.....	.....	8			

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar.	888	22.6c.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. Ft. In.	Minimum length. Ft. In.	Maximum length. Ft. In.	Item.	Number.	Height of lowest above surface of rail. Ft. In.
Bridges:					Overhead Highway Crossings:		
Stone ...							
Iron....							
Wooden.							
Total..					Overhead Railway Crossings:		
Trestles ..	1			160			

Gauge of track, 4 feet, 8½ inches—8 miles.

Report of the Somerset Railway Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report. Somerset Railway.

Date of organization. August 15, 1883.

Under laws of what government, state or territory organized. Under laws of State of Maine, act approved March 19, 1860; Revised Statutes, chapter 51, section 56, amended March 6, 1883; amended March 6, 1887.

If a consolidated company, name the constituent companies. Mortgage of Somerset Railroad, foreclosed by final decree of Supreme Court of Maine, March 31, 1887. Filed and recorded April 1, 1887.

Right of redemption sold at public auction July 8, 1884, and deed given to Somerset Railway by Charles K. McFadden, deputy sheriff, July 8, 1884.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

Somerset Railroad. Laws of State of Maine; approved March 19, 1860.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
F. W. Hill.....	Exeter, Me.....	September 12, 1900.
B. P. J. Weston.....	Madison, Me.....	September 12, 1900.
W. T. Haines.....	Waterville, Me.....	September 12, 1900.
R. W. Dunn.....	Waterville, Me.....	September 12, 1900.
W. M. Dunn.....	Waterville, Me.....	September 12, 1900.
A. R. Small.....	Oakland, Me.....	September 12, 1900.
Thomas Flint.....	San Juan, California....	September 12, 1900.
W. M. Ayer.....	Oakland, Me.....	September 12, 1900.
J. M. Robbins.....	Lewiston, Me.....	September 12, 1900.

Total number of stockholders at date of last election, 43.

Date of last meeting of stockholders for election of directors, September 13, 1899.

Post office address of general office, Oakland, Me.

Post office address of operating office, Oakland, Me.

OFFICERS.

Title.	Name.	Location of Office.
President.....	R. W. Dunn.....	Waterville, Me.
First Vice-President.....	W. M. Dunn.....	Waterville, Me.
Secretary.....	A. R. Small.....	Oakland, Me.
Treasurer.....	A. R. Small.....	Oakland, Me.
Auditor.....	H. W. Greeley.....	Oakland, Me.
General Superintendent.....	W. M. Ayer.....	Oakland, Me.
General Freight Agent.....	W. M. Ayer.....	Oakland, Me.
General Passenger Agent.....	W. M. Ayer.....	Oakland, Me.
General Ticket Agent.....	W. M. Ayer.....	Oakland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Somerset Railway.....	Oakland.....	Bingham.....	41.06	
Branch	Main line	Dodlin Quarry:	1.00	
Total			42.06	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	7,366	\$100	\$736,648 76	\$652,500 00		
Somerset R. R. bonds and interest to be converted.....	.....	.....	.....	84,148 76		
Total	7,366	\$100	\$736,648 76	\$736,648 76		
Manner of Payment for Capital Stock.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding	Total cash realized.
Issued for Somerset Railroad bonds and interest.....			146	.....	6,525	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mort ...	1887.	1917.	\$225,000	\$225,000	\$225,000	\$202,500	5	Semi-annual	\$11,250	\$11,250

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.....	\$225,000 00	\$225,000 00	\$11,250 00	\$11,250 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash.....	\$678 72	Loans and bills payable.....	\$67,894 58
Bills receivable.....	75 00	Audited vouchers and ac-	
Due from agents.....	6,788 68	counts.....	4,469 43
Due from solvent companies and individuals.....	3,612 08	Wages and salaries.....	
Other cash assets (excluding "materials and supplies"):		Net traffic balances due to other companies.....	1,343 21
Mail.....	748 00	Miscellaneous—interest.....	4,586 39
Express.....	245 75		
Telegraph.....	168 33		
Insurance.....	201 87		
Total—Cash and current assets.....	\$12,525 93		
Balance—current liabilities..	65,377 67		
Total.....	\$77,903 60	Total—current liabilities..	\$77,903 60

Materials and supplies on hand, \$19,029.45.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$736,648 76	\$736,648 76	.....	42.06	\$17,514 00
Bonds	225,000 00	225,000 00	.....	42.06	5,350 00
Total	\$961,648 76	\$961,648 76	.....	42.06	\$22,864 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to construction or equipment.			
Construction:					
Bridges, trestles and culverts.....	\$1,168 57				
Stations, buildings and fixtures.. ..	173 22				
Total construction	\$1,341 79		\$1,042,083 02	\$1,042,083 02	\$24,776 00
Equipment:					
Floating equipment.....		\$120 00			
Total equipment		\$120 00	\$52,756 05	\$52,878 05	\$782 00
Total construction	1,341 79		1,042,083 02	1,042,083 02	24,776 00
Grand total cost construction, equipment, etc	\$1,341 79	\$120 00	\$1,074,841 07	\$1,074,961 07	\$25,558 00

INCOME ACCOUNT.

Gross earnings from operation.....	\$108,907 98	
Less operating expenses	71,868 57	
Income from operation		\$32,039 39
Deductions from income:		
Interest on funded debt accrued	\$11,250 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	3,979 54	
Taxes	719 65	
Total deductions from income		15,949 19
Surplus from operations of year ending June 30, 1900.		\$16,090 20
Surplus on June 30, 1899.....		67,713 25
Surplus on June 30, 1900....		\$83,804 15

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$24,465 74		
Less repayments—			
Tickets redeemed. {		\$476 47	
Excess fares refunded			
Total passenger revenue			\$23,989 27
Mall			2,991 00
Express			3,416 70
Extra baggage and storage			328 66
Total passenger earnings.....			\$29,725 63
Freight:			
Freight revenue.....	\$76,153 65		
Less repayments—			
Overcharge to shippers.....		\$3,344 26	
Total freight earnings			\$73,809 39
Total passenger and freight earnings...			\$103,535 02
Other earnings from operation:			
Telegraph companies.....	\$178 19		
Rents not otherwise provided for	94 75		
Total other earnings.....			272 94
Total gross earnings from operation..			\$108,907 96

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway	\$14,173 90
Renewals of rails	4,890 62
Renewals of ties	2,508 01
Repairs and renewals of bridges and culverts.....	1,494 22
Repairs and renewals of buildings and fixtures	1,403 76
Other expenses—removing ice and snow	3,576 13
Total	\$28,046 64
Maintenance of equipment:	
Repairs and renewals of locomotives	\$3,364 15
Repairs and renewals of passenger cars.....	1,298 96
Repairs and renewals of freight cars.....	1,785 90
Repairs and renewals of work cars.....	71 93
Repairs and renewals of shop machinery and tools.....	549 66
Other expenses	196 69
Total.....	\$7,267 29
Conducting transportation:	
Engine and roundhouse men.....	\$ 4,305 40
Fuel for locomotives.....	10,299 96
Water supply for locomotives.....	385 06
Oil, tallow and waste for locomotives.....	301 75
Other supplies for locomotives	
Train service	4,477 57
Train supplies and expenses.....	757 43
Switchmen, flagmen and watchmen.....	949 00
Station service.....	4,484 35
Station supplies	324 47
Car mileage—balance	1,205 99
Loss and damage.	152 85
Advertising	157 54
Stationery and printing.....	129 43
Other expenses	250 00
Total.....	\$28,680 82
General expenses:	
Salaries of general officers.....	\$3,250 00
Salaries of clerks and attendants.....	704 50
General office expenses and supplies.....	214 16
Insurance	600 70
Law expenses	1,754 47
Stationery and printing (general offices)	500 00
Other expenses	849 99
Total.....	\$7,873 82
Recapitulation of expenses:	
Maintenance of way and structures	\$28,046 64
Maintenance of equipment.....	7,267 29
Conducting transportation	28,680 82
General expenses.....	7,873 82
Grand total	\$71,868 57

Percentage of expenses to earnings—69.17.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$ 1,042,083 02	.....	Cost of road....	\$ 1,042,083 02	.....	
32,758 05	.....	Cost of equipment	32,758 05	.....	\$120 00	
		Permanent im-				
		provements not				
		charged off.....	*16,740 06	.....	16,740 06	
14,725 48	.....	Cash and current	12,525 83	.....		\$2,199 55
		assets.....				
		Other assets:				
14,789 25	.....	Materials and	19,029 45	.....	4,249 20	
		supplies				
	\$1,104,346 80	Grand total ...		\$1,123,256 51	\$18,909 71	
		LIABILITIES.				
\$736,648 76	.....	Capital stock	\$736,648 76	.....	
225,000 00	.....	Funded debt.....	225,000 00	.....	
74,884 08	.....	Current liabilities	77,803 60	.....	\$2,819 51	
67,713 95	.....	Profit and loss. .	83,804 15	.....	16,080 20	
	\$1,104,346 80	Grand total		\$1,123,256 51	\$18,909 71	

* These improvements include new station buildings, land and change of track
—all incomplete, will be charged off 1901.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage, 5 per cent ..	Oakland.....	Bingham.....	41.06	\$5,350
	Main line.....	Quarry	1	

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	5	1,252	\$3,250 00	\$3 60
General office clerks	2	626	704 50	1 13
Station agents	8	2,504	3,687 10	1 48
Other station men	2	626	787 25	1 36
Enginemen	4	1,252	3,004 80	2 40
Firemen	4	1,252	1,300 60	1 04
Conductors	4	1,252	2,482 20	1 98
Other trainmen	5	1,252	1,985 87	1 58
Machinists	2	626	1,252 00	2 00
Carpenters	2	626	1,252 00	2 00
Other shopmen	1	313	626 00	2 00
Section foremen	8	2,504	3,757 00	1 50
Other trackmen	16	5,008	6,260 00	1 25
Switchmen, flagmen, and watchmen	2	626	948 00	1 50
All other employees and laborers	3	839	1,069 25	1 16
Total (including "general officers")	68	20,656	\$32,407 07	\$1 57
Less "general officers"	5	1,252	3,250 00	2 60
Total (excluding "general officers")	63	19,406	\$29,157 07	\$1 50
Distribution of above:				
General administration	7	1,878	\$ 3,964 50	\$2 11
Maintenance of way and structures	25	7,825	10,843 00	1 38
Maintenance of equipment	5	1,665	3,130 00	2 00
Conducting transportation	31	9,390	14,679 57	1 56

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	28,474			
Number of passengers carried one mile.	665,929			
Number of passengers carried one mile per mile of road	15,833			
Average distance carried, miles	23.39			
Total passenger revenue.....		23,969	27	
Average amount received from each passenger			84	250
Average receipts per passenger per mile.....			08	602
Total passenger earnings.....		29,725	83	
Passenger earnings per mile of road		706	74	346
Passenger earnings per train mile.....			62	729
Freight traffic:				
Number of tons carried of freight earning revenue....	131,596			
Number of tons carried one mile	2,783,750			
Number of tons carried one mile per mile of road	66,161			
Average distance haul of one ton, miles	21.15			
Total freight revenue		73,909	39	
Average amount received for each ton of freight.....			56	164
Average receipts per ton per mile.....			02	686
Total freight earnings		73,909	39	
Freight earnings per mile of road		1,767	23	704
Freight earnings per train mile.....			2	17 086
Total traffic:				
Gross earnings from operation.....		106,907	96	
Gross earnings from operation per mile of road		2,470	46	961
Gross earnings from operation per train mile			1	27 599
Operating expenses		71,868	57	
Operating expenses per mile of road		1,711	15	643
Operating expenses per train mile			88	255
Income from operation		32,039	39	
Income from operation per mile of road			762	84 262
Car mileage:				
Mileage of passenger cars	47,387			
Average number of passenger cars in train	3			
Average number of passengers in train.....	23			
Mileage of loaded freight cars—north or east.....	123,802			
Mileage of loaded freight cars—south or west	121,900			
Mileage of empty freight cars—north or east.....	31,154			
Mileage of empty freight cars—south or west.....	35,339			
Average number of freight cars in train	14			
Average number of loaded cars in train	10			
Average number of empty cars in train	4			
Average number of tons of freight in train.....	122.08			
Average number of tons of freight in each loaded car.....	12.14			
Train mileage:				
Mileage of revenue passenger trains	47,387			
Mileage of revenue freight trains.....	34,046			
Total revenue train mileage	81,433			
Mileage of nonrevenue trains.....	9,723			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....	1	3	3	Westinghouse.		
Freight.....		4	4	Westinghouse	1	Trojan.
Total locomotives in service.	1	7	7	.....	1	
Total locomotives owned.....	1	7	7	.....	1	
Cars—owned and leased:						
In passenger service—						
First-class cars		6	6	Westinghouse	6	Miller
Combination cars.	1	2	2	Westinghouse	2	Miller
Baggage, express and postal cars.....		3	3	Westinghouse	3	Miller
Total	1	11	11	Westinghouse	11	Miller
In freight service—						
Box cars.....		14		.....	14	Trojan.
Flat cars.....		40		.....	4	Trojan.
Other cars in freight service.....		1		.....	
Total.....		55		.....	18	Trojan.
In company's service —						
Derrick cars		1		.....	
Caboose cars		1		.....	
Total		2		.....	
Total cars in service.....	1	68		.....	
Total cars owned.....		68		.....	

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track	41.06	1	.....	42.06	.....	.....	42.06
Miles of yard track and sidings .....	.....	5.45	.....	5.45	1	4.70	75
Total mileage operated (all tracks)	41.06	6.45	.....	47.51	1	4.70	42.81

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	350		56.530 00	Cedar	13,000	24c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.	800	...	...	800	47,887	23.76
Freight	1,600	...	...	1,600	34,046	23.99
Switching.	100	...	...	100	6,530	30.00
Construction	75	...	...	75	3,127	47.15
Total	2,575	...	...	2,575	91,160	56.50
Average cost at distributing point	\$4.00	...	...	...	...	...

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.	Item.	Number.	Height of lowest above surface of rail.	
		Ft.	In.	Ft.	In.	Ft. In.			Ft.	In.
Bridges:							Overhead Highway Crossings:			
Iron.....	6	515		15		400				
Wooden.	5	1,552		12		580	Overhead Railway Crossings:			
Total..	11	2,067								
Trestles ..	2	184		88		96				

Gauge of track, 4 feet, 6½ inches—42.06 miles.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	OPERATED BY ANOTHER COMPANY.			
		Miles of line.	Miles of wire.	Name of Operating Company.	
42.06	48	.....	.....
				Postal Cable Company.	

Report of the Washington County Railroad Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report. Washington County Railroad Company.

Date of organization. July 26, 1884.

Under laws of what government, state or territory organized. State of Maine.
Charter granted by the legislature and approved March 7, 1893.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

The Washington County Railroad and the St. Croix and Penobscot Railroad. The St. Croix and Penobscot Railroad Company was a consolidation of the Calais and Baring Railroad and the Lewy's Island Railroad. The Calais and Baring road was bought by the Washington County Railroad Company under foreclosure sale, and the Lewy's Island road is now held by the Washington County Railroad Company as assignee of a mortgage by the St. Croix and Penobscot Railroad to the city of Calais, which mortgage is now in process of foreclosure.

Laws of Maine, 1882, ch. 236; 1883, ch. 550; 1887, ch. 873; 1888, ch. 408, 1849, ch. 238; 1862; ch. 567; 1870, ch. 363.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
George A. Curran	Calais, Me.	March, 1903.
L. M. Schwan	New York	March, 1903.
F. A. Chandler	Addison, Me.	March, 1903.
F. E. Randall	New York	March, 1903.
John W. Simpson	New York	March, 1902.
Grant B. Schley	New York	March, 1902.
F. W. Whitridge	New York	March, 1902.
Henry W. Cannon	New York	March, 1902.
W. Kirkpatrick Brice.	New York	March, 1901.
Stewart M. Brice.	New York	March, 1901.
George A. Murchie	Calais, Me.	March, 1901.
J. K. Ames	Machias, Me.	March, 1901.
W. M. Nash	Cherryfield, Me.	March, 1901.

Total number of stockholders at date of last election, 27.

Date of last meeting of stockholders for election of directors, March 13, 1900.

Post office address of general office, Calais, Me.

Post office address of operating office, Calais, Me.

OFFICERS.

Title.	Name.	Location of Office.
President	Frederick W. Whitridge	New York.
First Vice-President	Grant B. Schley	New York.
Clerk	William W. Colby	Calais, Me.
Assistant Clerk	Casper H. Eicks	New York.
Treasurer	Frank E. Randall	New York.
General Solicitor	George A. Curran	Calais, Me.
Auditor	William W. Colby	Calais, Me.
General Manager	Henry F. Dowst	Calais, Me.
Assistant Engineer	Paul D. Sargent	Calais, Me.
Superintendent of Telegraph ..	Chas. H. Priest	Calais, Me.
Traffic Manager	Henry F. Dowst	Calais, Me.

Henry F. Dowst, General Manager, and William W. Colby, Clerk and General Auditor, are the only general officers receiving stated compensation. The duties of the President, Clerk and Treasurer are such as usually pertain to said offices, or may be required of them by the Directors, (by-laws, section 5). The duties of the General Manager are enlarged to include the mechanical and operating departments, and also the management of the traffic and the purchase of supplies.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of road named.
	From--	To--		
Washington County Railroad Co.	Calais	Washington Je ...	102.28	
Washington County Railroad Co.	Eastport Junction	Eastport	16.72	
Washington County Railroad Co.	St. Croix Junction	Princeton	17.33	
Total.....	.....	.....	136.33	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	15,000	\$100	\$1,500,000	\$1,499,900 00		
Preferred	5,000	100	500,000	500,000 00		
Total	20,000	.....	\$2,000,000	\$1,999,900 00		
Manner of Payment for Capital Stock.		Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.	
Issued for cash: preferred .....		.....	.....	5,000	\$500,000 00	
Issued for construction: common.....		.....	.....	14,999		
Total .....		.....	.....	19,999	\$500,000 00	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST.			
	Date of issue.	When due.				Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mortgage	Jan. 1 1898	Jan. 1 1948	\$2,320,000	\$2,142,000	\$2,142,000	5	Jan. & July	\$107,100	\$2,171 05

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds.	\$2,142,000 00	\$2,142,000 00	\$107,100 00	\$2,171 05

The amount of interest on funded debt stated to have been paid during the year, viz., \$2,171.05, represents the unearned interest on coupons attached to bonds delivered to the construction company under the construction contract, the coupons being stamped to show appropriate reduction in value.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash.....	\$16,107 28	Loans and bills payable.....	\$287,811 08
Due from agents	1,896 86	Audited vouchers and accounts	17,788 84
Due from solvent companies and individuals	68,182 21	Wages and salaries	15,429 83
Total—cash and current assets	\$85,905 85	Net traffic balances due to other companies	5,815 99
Balance—current liabilities..	506,013 88	Matured interest coupons unpaid (including coupons due July 1).....	265,578 85
Total	\$591,919 73	Total—current liabilities.	\$591,919 73

* Materials and supplies on hand, \$49,791.10.

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$1,999,900 00	\$1,999,900 00	.....	136.33	\$14,669
Bonds	2,142,000 00	2,142,000 00	.....	136.33	15,719
Total	\$4,141,900 00	\$4,141,900 00	.....	136.33	\$30,381

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Washington County Railroad.	\$1,999,900 00	\$2,142,000 00	\$4,141,900 00	136.33	\$30,381

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating ex-			
		penses.				penditures.
	Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction:					
Engineering			\$122,944 29	\$122,944 29	
Right of way and station grounds		\$1,565 86	196,128 30	194,684 26	
Real estate		1,241 50	587 50	1,829 00	
Grading		9,758 40	1,438,293 83	1,448,051 33	
Bridges, trestles, and culverts		4,297 47	861,338 73	865,636 20	
Ties		4,562 73	234,556 11	239,118 88	
Rails		2,270 50	627,675 31	639,945 71	
Track fastenings		873 71	140,896 25	141,369 96	
Frogs and switches		1,983 59	29,550 30	31,433 79	
Ballast		36,449 56	282,128 70	318,573 26	
Track laying and surfacing		4,411 37	106,964 56	110,375 83	
Fencing right of way		3,558 38	58,328 90	61,887 28	
Crossings, cattle guards and signs		890 53	21,299 50	22,280 08	
Station buildings and fixtures		4,678 19	92,361 64	97,039 83	
Shops, roundhouses and turntables		4,101 47	35,237 16	39,338 63	
Shop machinery and tools		4,848 62	11,868 85	16,912 47	
Water stations		1,354 29	38,007 75	39,363 04	
Fuel stations		1,783 11	708 73	2,492 84	
Storage warehouses		2,487 41	4 20	2,491 61	
Docks and wharves		15,588 72	4,438 01	20,027 73	
Legal expenses		402 06	51,093 62	51,495 58	
Interest and discount		2,734 37	82,548 10	85,277 37	
General expenses		1,284 30	96,259 58	97,523 88	
Total construction		\$110,116 13	\$4,049,879 72	\$4,159,985 85	\$30,514 16
Equipment:					
Locomotives		\$9,000 00	\$94,375 59	\$103,375 59	
Passenger cars		19,542 34	55,743 72	75,286 06	
Baggage, express, and postal cars		5,100 00	10,263 22	15,362 22	
Combination cars			12,794 83	12,794 83	
Freight cars			180,784 12	180,784 12	
Other cars of all classes		149 66	8,628 87	8,778 53	
Floating equipment			4,992 29	4,992 29	
Total equipment		\$33,792 00	\$317,481 74	\$351,373 74	\$2,576 64
Total construction		110,116 13	4,049,879 72	4,159,985 85	30,514 16
Grand total cost construction, equipment, etc		\$143,908 13	\$4,367,361 46	\$4,511,269 59	\$33,090 80

INCOME ACCOUNT.

Gross earnings from operation.	\$227,757 86	
Less operating expenses	197,781 98	
Income from operation		\$29,975 88
Deductions from income:		
Interest on funded debt accrued.	\$107,100 00	
Taxes.....	1,226 29	
Total deductions from income		\$108,326 29
Deficit from operations of year ending June 30, 1900.....		\$78,350 41
Deficit on June 30, 1899.		5,522 78
Deficit on June 30, 1900.....		\$83,873 19

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$130,420 65		
Less repayments—			
Tickets redeemed		\$267 20	
Excess fares refunded.....		636 75	
Other repayments.		551 70	
Total deductions		\$1,455 65	
Total passenger revenue			\$128,965 00
Mail			5,875 70
Express			6,239 81
Extra baggage and storage			2,190 57
Total passenger earnings			\$143,310 58
Freight:			
Freight revenue.....	\$84,862 99		
Less repayments—			
Overcharge to shippers.....		\$744 85	
Total freight earnings ..			\$84,118 14
Total passenger and freight earnings...			\$227,428 72
Other earnings from operation:			
Car mileage—balance.....	\$169 28		
Rents not otherwise provided for	74 83		
Other sources	85 03		
Total other earnings			329 14
Total gross earnings from operation ..			\$227,757 86

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$43,297 13
Renewals of ties.....	142 25
Repairs and renewals of bridges and culverts.....	1,247 99
Repairs and renewals of fences, road crossings, signs and cattle guards ..	881 43
Repairs and renewals of buildings and fixtures.....	3,155 15
Repairs and renewals of docks and wharves.....	537 87
Stationery and printing.....	69 00
Other expenses	251 99
Total	\$48,562 80
Maintenance of equipment:	
Superintendence.....	\$2,723 69
Repairs and renewals of locomotives.....	9,389 16
Repairs and renewals of passenger cars.....	3,885 06
Repairs and renewals of freight cars.....	3,028 75
Repairs and renewals of work cars.....	740 15
Repairs and renewals of shop machinery and tools.....	1,079 91
Stationery and printing.....	100 00
Other expenses	2,612 01
Total	\$23,508 73
Conducting transportation:	
Superintendence.....	\$ 511 15
Engine and roundhouse men.....	19,210 44
Fuel for locomotives.....	25,911 02
Water supply for locomotives.....	1,603 41
Oil, tallow and waste for locomotives.....	1,116 33
Other supplies for locomotives.....	159 33
Train service.....	13,684 38
Train supplies and expenses.....	5,233 43
Switchmen, flagmen and watchmen.....	602 95
Telegraph expenses.....	3,013 48
Station service.....	16,582 57
Station supplies.....	3,437 94
Car mileage—balance.....	1,555 57
Loss and damage.....	288 65
Injuries to persons.....	437 34
Clearing wrecks.....	518 81
Advertising.....	7,809 39
Outside agencies.....	14 70
Rents of buildings and other property.....	100 00
Stationery and printing.....	2,546 35
Other expenses	609 46
Total	\$104,938 50
General expenses:	
Salaries of general officers.....	\$7,000 00
Salaries of clerks and attendants.....	8,865 83
General office expenses and supplies.....	1,892 77
Insurance.....	1,415 83
Law expenses.....	105 32
Stationery and printing (general offices).....	1,307 23
Total	\$20,706 86
Recapitulation of expenses:	
Maintenance of way and structures.....	\$48,562 80
Maintenance of equipment.....	23,508 73
Conducting transportation.....	104,938 50
General expenses.....	20,706 86
Grand total.....	\$197,716 89

Percentage of expenses to earnings—86.83.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$ 4,049,879 72		Cost of road	\$ 4,159,995 85		\$110,116 18	
317,451 74	\$4,367,331 46	Cost of equipment	351,273 74	\$4,511,269 59	33,792 00	
	79,185 09	Cash and current assets		85,805 85	6,720 76	
	15,334 77	Other assets:				
	8,522 78	Materials and supplies		49,791 10	34,456 33	
		Profit and loss		86,853 19	78,330 41	
	\$4,470,404 10	Grand total		\$4,733,819 73	\$263,415 63	
		LIABILITIES.				
	\$1,999,900 00	Capital stock		\$1,999,900 00		
	2,142,000 00	Funded debt		2,142,000 00		
	328,504 10	Current liabilities		591,919 73	\$263,415 63	
	\$4,470,404 10	Grand total		\$4,733,819 73	\$263,415 63	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	2	626	\$7,000 00	\$11 18
Other officers	5	1,599	5,300 00	3 31
General office clerks	16	5,008	9,517 75	1 90
Station agents	23	7,199	10,895 10	1 51
Other station men	18	4,307	5,834 98	1 35
Enginemen	12	4,040	11,067 60	2 74
Firemen	12	4,040	6,918 16	1 71
Conductors	6	1,971	5,211 26	2 65
Other trainmen	20	4,066	6,536 33	1 61
Machinists	6	1,960	3,920 00	2 00
Carpenters	16	4,271	7,183 83	1 68
Other shopmen	12	4,027	5,033 82	1 25
Section foremen	20	6,508	11,391 40	1 75
Other trackmen	65	18,692	23,365 48	1 25
Switchmen, flagmen, and watchmen	5	1,472	1,965 88	1 35
Telegraph operators and dispatchers	4	1,252	2,341 45	1 87
All other employees and laborers	11	2,737	4,379 82	1 60
Total (including "general officers")	253	73,775	\$127,869 96	\$1 73
Less "general officers"	2	626	7,000 00	11 18
Total (excluding "general officers")	251	73,149	\$120,869 96	\$1 65
Distribution of above:				
General administration	23	7,233	\$21,817 75	\$3 01
Maintenance of way and structures	86	25,513	35,226 38	1 38
Maintenance of equipment	44	12,682	20,047 97	1 58
Conducting transportation	100	28,347	50,777 86	1 79

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	175,926			
Number of passengers carried one mile.....	5,013,271			
Number of passengers carried one mile per mile of road.....	36,773			
Average distance carried, miles.....	28.50			
Total passenger revenue.....		128,965	00	
Average amount received from each passenger.....			73	306
Average receipts per passenger per mile.....			02	572
Total passenger earnings.....		148,810	58	
Passenger earnings per mile of road.....		1,051	20	
Passenger earnings per train mile.....			78	246
Freight traffic:				
Number of tons carried of freight earning revenue....	130,727			
Number of tons carried one mile.....	4,513,108			
Number of tons carried one mile per mile of road.....	33,119			
Average distance haul of one ton, miles.....	34.54			
Total freight revenue.....		84,118	14	
Average amount received for each ton of freight.....			64	346
Average receipts per ton per mile.....			01	863
Total freight earnings.....		84,118	14	
Freight earnings per mile of road.....			617	02
Freight earnings per train mile.....			91	107
Total traffic:				
Gross earnings from operation.....		227,757	88	
Gross earnings from operation per mile of road.....		1,670	64	
Gross earnings from operation per train mile.....			82	675
Operating expenses.....		197,761	98	
Operating expenses per mile of road ..		1,450	61	
Operating expenses per train mile.....			71	787
Income from operation.....		29,996	88	
Income from operation per mile of road.....			220	02
Car mileage, etc:				
Mileage of passenger cars	664,574			
Average number of passenger cars in train	3.63			
Average number of passengers in train.....	33			
Mileage of loaded freight cars—north or east.....	295,562			
Mileage of loaded freight cars—south or west.....	276,001			
Mileage of empty freight cars—north or east.....	68,204			
Mileage of empty freight cars—south or west.....	68,694			
Average number of freight cars in train	19.13			
Average number of loaded cars in train	13.65			
Average number of empty cars in train	5.48			
Average number of tons of freight in train	193.90			
Average number of tons of freight in each loaded car.....	14.20			
Average mileage operated during year	126.33			
Train mileage:				
Mileage of revenue passenger trains	183,155			
Mileage of revenue freight trains.....	92,329			
Total revenue train mileage	275,484			
Mileage of nonrevenue trains	127,357			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	Total freight tonnage— whole tons.
Total tonnage.	106,665	25,062	130,727

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Passenger.....	1	5	1	Westinghouse .....	...	Gould.
Freight.....	1	5	1	N. Y. Air Brake.....	...	Gould.
Switching.....	1	2	11	N. Y. Air Brake.....	...	Gould.
Total locomotives in service.		12	12	.....	12	
Cars owned and leased:						
In passenger service—						
First-class cars.....	6	16	16	N. Y. Air Brake.....	16	Miller Hook.
Combination cars.....	3	3	3	N. Y. Air Brake.....	3	Miller Hook.
Baggage, express, and postal cars.	2	4	4	.....	4	Miller Hook.
Total.....	8	23	23	.....	23	
In freight service—						
Box cars.....	100	100	100	.....	100	Gould.
Flat cars.....	150	150	150	.....	150	Gould.
Total	250	250	250	.....	250	
In company's service—						
Derrick cars.....	1	1	1	.....	1	Gould.
Caboose cars.....	2	2	2	.....	2	Gould.
Total	3	3	3	.....	3	
Total cars in service	276	276	276	.....	276	
Total cars owned	276	276	276	.....	276	

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track.....	102.28	34.06	.....	136.33	.....	1.30	135.03
Miles of yard track and sidings	9.27	2.60	.....	.....	.....	1.11	10.76
Total mileage operated (all tracks)	111.55	36.65	.....	.....	.....	2.41	145.79

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

Maine	102.28	29.30	.....	131.58	.....	1.30	130.28
New Brunswick.....	.....	4.75	...	4.75	.....	....	4.75
Total mileage operated (single track).....	102.28	34.05	.....	136.33	.....	1.30	135.03

MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine	102.28	29.30	131.58	.....	1.30	130.28
New Brunswick.....	.....	4.75	4.75	.....	....	4.75
Total mileage owned (single track)	102.28	34.05	136.33	.....	1.30	135.03

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	698.43	52	\$29 00	Cedar	14,450	26c.
				Hemlock	4,121	23c.
				Total	18,571	.258c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—tons.		WOOD—cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	3,696	...	12	3,704	183,155	40.45
Freight	2,555	...	8	2,559	92,329	55.43
Switching	2,158	...	8	2,162	81,290	53.19
Construction	1,373	...	4	1,375	46,067	59.69
Total	9,784	...	33	9,800	402,841	48.65
Average cost at distributing point	\$3.07	...	...	...	...	...

ACCIDENTS TO PERSONS—STATE OF MAINE.

Kind of Accident.	PASSENGERS.		OTHERS.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....	1	.....	.....	.....	1
Total.....	1	.....	.....	.....	1

Indian girl walking on trestle at Pleasant Point was struck by train and one of her arms so badly crushed that amputation was necessary.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. Ft. In.	Minimum length. Ft. In.	Maximum length. Ft. In.	Item.	Number.	Height of lowest above surface of rail. Ft. In.
Bridges:					Overhead Highway Crossings:		
Iron	8	760.1½	18.00	153.6	Bridges	2	17.6
Wooden	61	9,366.8½	7.6	896.5			
Combination ...	2	248.00					
Total..	71	10374.9½			Overhead Railway Crossings:		
Trestles ..					Bridges ..	1	

Gauge of track, 4 feet, 8½ inches—136.33.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
137	489	Western Union Telegraph Co. ..	Western Union Telegraph Co.

Report of the Wiscasset and Quebec Railroad Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report. Wiscasset and Quebec Railroad Company.

Date of organization. June 15, 1854.

Under laws of what government, state or territory organized. State of Maine.

Post office address of operating office, Wiscasset Me.

OFFICERS.

Title.	Name.	Location of Office.
General Manager	Godfrey P. Farley.....	Wiscasset, Me.
Superintendent	Harry G. Fowle.....	Wiscasset, Me.
General Freight Agent	William D. Patterson...	Wiscasset, Me.
General Passenger Agent	William D. Patterson...	Wiscasset, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Wiscasset & Quebec Railroad ...	Wiscasset	Albion	43.46	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST.			
	Date of issue.	When due.				Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
1st mortgage bonds	1896 . . . . .	.....	\$600,000 . . . . .	.....	.....	5			

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1900.	
Cash.....	\$80 73	Audited vouchers and accounts.....	\$1,990 35
Due from agents	1,480 05	Wages and salaries	2,470 75
Due from solvent companies and individuals	945 98		
Total—cash and current assets	\$3,456 76		
Balance—current liabilities..	2,004 34		
Total	\$4,461 10	Total—current liabilities.	\$4,461 10

Materials and supplies on hand, \$485.13.

INCOME ACCOUNT.

Gross earnings from operation	\$20,335 55	
Less operating expenses	21,738 80	
Deficit		\$1,401 05
Deductions from income:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for	\$ 3 07	
Taxes	115 09	
Total deductions from income		\$118 16
Deficit from operations of year ending June 30, 1900		\$1,519 21

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue	\$4,857 72		
Less repayments—			
Excess fares refunded		\$50 18	
Total passenger revenue			\$4,807 54
Mall			3,254 05
Express			759 40
Extra baggage and storage			48 19
Other items			90 40
Total passenger earnings			\$8,957 58
Freight:			
Freight revenue	\$11,782 54		
Less repayments—			
Overcharge to shippers		\$404 57	
Total freight earnings			\$11,377 97
Total passenger and freight earnings			\$20,335 55

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$7,320 44
Renewals of ties.....	886 42
Repairs and renewals of bridges and culverts.....	18 36
Repairs and renewals of fences, road crossings, signs and cattle guards.....	137 85
Repairs and renewals of buildings and fixtures.....	62 55
Total	\$8,325 62
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$139 64
Repairs and renewals of passenger cars... ..	186 34
Total	\$325 98
Conducting transportation:	
Superintendence... ..	\$761 01
Engine and roundhouse men	1,266 80
Fuel for locomotives.....	1,856 80
Water supply for locomotives	25 88
Oil, tallow and waste for locomotives	90 35
Train service.....	974 01
Train supplies and expenses.....	34 23
Switchmen, flagmen and watchmen.....	601 00
Telegraph expenses.....	21 82
Station service.....	2,022 11
Station supplies.....	122 29
Hire of equipment—balance	2,323 12
Loss and damage	5 94
Advertising	63 28
Outside agencies.....	7 05
Rents of buildings and other property	47 23
Stationery and printing.....	139 92
Total	\$11,063 37
General expenses:	
Salaries of general officers	\$1,370 42
General office expenses and supplies	90 88
Insurance.....	168 75
Law expenses.....	348 60
Stationery and printing (general offices).....	23 23
Other expenses.....	22 06
Total	\$3,024 33
Recapitulation of expenses:	
Maintenance of way and structures.....	\$8,325 62
Maintenance of equipment.....	325 98
Conducting transportation.....	11,063 37
General expenses	3,024 33
Grand total....	\$21,738 60

Percentage of expenses to earnings—1.06.

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per line of line.
	From—	To—	Miles.	
First mortgage bonds	Wiscasset	Pittsfield		

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	414	\$1,370 88	\$3 31
Other officers	2	801	1,027 76	1 71
Station agents	11	3,410	1,979 80	58
Other station men.....	2	629	236 04	37
Enginemen.....	1	399	698 23	1 75
Firemen	1	430	539 56	1 25
Conductors	2	423	634 50	1 50
Other trainmen	1	291	314 01	1 08
Machinists	1	285	527 24	1 85
Other shopmen.....	1	322	550 56	1 70
Section foremen	7	2,188	2,967 27	1 35
Other trackmen.....	10	3,270	3,800 24	1 16
Switchmen, flagmen and watchmen.....	2	599	601 00	1 00
All other employees and laborers .....	...	10	17 50	1 75
Total (including "general officers")	42	13,281	\$15,264 04	\$1 15
Less "general officers"	1	414	1,370 88	3 31
Total (excluding "general officers").....	41	12,868	\$13,893 21	\$1 08
Distribution of above:				
General administration.....	...	414	\$1,370 88	\$3 31
Maintenance of way and structures .....	...	5,780	7,285 01	1 26
Maintenance of equipment.....	...	145	261 25	1 80
Conducting transportation .....	...	6,943	6,346 86	86

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passengers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	9,632			
Number of passengers carried one mile.	194,173			
Number of passengers carried one mile per mile of road	4,515			
Average distance carried, miles	20			
Total passenger revenue		4,807	54	
Average amount received from each passenger.....			45	9
Average receipts per passenger per mile			02	4
Total passenger earnings.....		8,957	58	
Passenger earnings per mile of road		208	31	
Passenger earnings per train mile.			26	7
Freight traffic:				
Number of tons carried of freight earning revenue ...	10,689			
Number of tons carried one mile	300,152			
Number of tons carried one mile per mile of road	6,890			
Average distance haul of one ton, miles	23.17			
Total freight revenue		11,377	97	
Average amount received for each ton of freight...			1	06 4
Average receipts per ton per mile.....			03	79
Total freight earnings.....		11,377	97	
Freight earnings per mile of road		264	80	
Freight earnings per train mile.....			43	5
Total traffic:				
Gross earnings from operation		20,325	55	
Gross earnings from operation per mile of road		472	92	
Gross earnings from operation per train mile ...			61	3
Operating expenses.....		21,736	60	
Operating expenses per mile of road... ..		506	50	
Operating expenses per train mile			65	7
Train mileage:				
Mileage of revenue passenger trains	6,862			
Mileage of revenue mixed trains	26,136			
Total revenue train mileage.....	33,098			
Mileage of nonrevenue trains	1,244			
Total train mileage.....	34,312			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—owned and leased:						
Total locomotives in service.		3	3	Eames Vacuum.		
Total locomotives owned		3				
Cars—owned and leased:						
In passenger service—						
First-class cars		2	2	Eames Vacuum .	2	Miller.
Combination cars		1	1	Eames Vacuum..	1	Miller.
Baggage, express and postal cars		1	1	Eames Vacuum..	1	Miller.
Total..... ..		4	4	Eames Vacuum..	4	Miller.
In freight service—						
Box cars..... ..		16				
Flat cars..... ..		14				
Coal cars		4				
Total		34				
In company's service—						
Caboose cars..... ..		1				
Other road cars..... ..		14				
Total		15				
Total cars in service		53				
Less cars leased		43				
Total cars owned..... ..		10				

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Total mileage operated (all tracks)	43.46	.....	43.46			

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point—cents.
Cedar	6,263	12.48
Oak	639	15.00
Hemlock	183	10.08
Total	7,085	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— Cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Total		615			615	34,312	35.84
Average cost at distributing point		\$3.18					

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
		Ft.	In.					
Bridges:						Overhead Highway Crossings:		
Iron.	1	113.8				Bridges	1	
Wooden.	15	3,647.4	8	215.3				
Total	16	3,760.2				Overhead Railway Crossings:		
Trestles	7	6,154	49	180.7				

Gauge of track, 2 feet—43.46 miles.

Report of the York Harbor and Beach Railroad Company for the Year Ending June 30, 1900.

HISTORY.

Name of common carrier making this report. York Harbor and Beach Railroad Company.

Date of organization. 1886.

Under laws of what government, state or territory organized.

Under the laws of the State of Maine. Incorporated February 1, 1883, chapter 170; January 27, 1887, Private Statutes, chapter 14; February 8, 1887, Private Statutes, chapter 60; March 10, 1887, Private Statutes, chapter 218.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Lucius Tuttle.....	Boston, Mass.....	October 24, 1900.
Samuel C. Lawrence.....	Medford, Mass.....	October 24, 1900.
Joseph S. Ricker.	Portland, Me.....	October 24, 1900.
Frank Jones.....	Portsmouth, N. H.....	October 24, 1900.
J. E. Staples.....	York Village, Me....	October 24, 1900.
H. E. Evans.....	York Village, Me.....	October 24, 1900.
E. S. Marshall.....	York Harbor, Me.....	October 24, 1900.

Total number of stockholders at date of last election, 89.

Date of last meeting of stockholders for election of directors, October 25, 1899

Post office address of general office, Boston, Mass.

Post office address of operating office, Boston, Mass.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Lucius Tuttle.....	Boston, Mass.
Clerk.....	S. W. Junkins.....	York Corner, Me.
Treasurer.....	Amos Blanchard.....	Boston, Mass.
Auditor.....	Wm. J. Hobbs.....	Boston, Mass.
Chief Engineer.....	H. Bissell.....	Boston, Mass.
Superintendent.....	W. T. Perkins.....	Boston, Mass.
General Traffic Manager.....	Wm. F. Berry.....	Boston, Mass.
General Freight Agent.....	M. T. Donovan.....	Boston, Mass.
General Pass. and Ticket Agent.....	D. J. Flanders.....	Boston, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
York Harbor and Beach Railroad	Kittery, Me.....	York Beach, Me.....	11.17	

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

The Boston and Maine Railroad owns \$248,550 out of a total capital stock of \$300,000. There is no written contract between the roads, the Boston and Maine Railroad charging the York Harbor and Beach Railroad Company the cost of operation and crediting them with the earnings.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock: common	6,000	\$50	\$300,000	\$300,000		
Manner of Payment for Capital Stock.		Number of shares issued during year.		Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: common .....		.....		.....	6,000	\$300,000 00

Total common stock authorized by charter, 10,000 shares, \$500,000.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1899.	
Cash	\$3,005 54		
Bills receivable	20,000 00		
Due from solvent companies and individuals	400 00		
Boston & Maine Railroad . .	3,315 93		
Total—cash and current assets	\$26,721 47		

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock	\$300,000 00	\$300,000 00	.....	11.17	\$33,858 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
York Harbor & Beach R. R..	\$300,000 00	.....	\$300,000 00	11.17	\$33,858 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1899.	Total cost to June 30, 1900.	Cost per mile.
	Included in operating expenses.	Not included in operating ex- penses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction:						
Engineering.....				\$12,534 85	\$12,529 85	\$1,121 75
Right of way and station grounds.....				19,360 42	19,360 42	1,733 25
Real estate.....						
Grading, bridge culvert masonry.....				129,076 34	129,076 34	11,555 68
Bridges, trestles and culverts..				43,670 98	43,670 98	3,909 67
Ties.....						
Rails.....				72,290 21	72,290 21	6,471 82
Track fastenings.....						
Frogs and switches.....						
Station buildings and fixtures.....				21,896 26	21,896 26	1,960 27
Shops, roundhouses, and turntables.....						
Shop machinery and tools.....				1,175 84	1,175 84	105 27
Total construction ...				\$300,000 00	\$300,000 00	\$26,837 66

INCOME ACCOUNT.

Gross earnings from operation ..	\$22,540 23	
Less operating expenses	17,052 83	
Income from operation		\$5,487 40
Miscellaneous income—less expenses		1,135 99
Total income		\$6,623 39
Deductions from income:		
Taxes		\$237 47
Net income		\$6,385 92
Surplus from operations of year ending June 30, 1900		\$6,385 92
Surplus on June 30, 1899		20,335 55
Surplus on June 30, 1900		\$26,721 47

EARNINGS FROM OPERATION.

Item	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$15,318 42		
Less repayments—			
Tickets redeemed		\$2 24	
Excess fares refunded		\$77 34	
Total deductions		\$379 58	
Total passenger revenue			\$15,038 84
Express	\$415 15		
Extra baggage and storage.....	186 79		610 94
Total passenger earnings.....			\$15,649 78
Freight:			
Freight revenue.....	\$6,807 37		
Less repayments—			
Overcharge to shippers.....		\$3 84	
Total freight revenue.....			6,803 53
Total passenger and freight earnings..			\$22,453 31
Other earnings from operation:			
Telegraph companies.....			\$86 92
Total gross earnings from operation.....			\$22,540 23

MISCELLANEOUS INCOME.

Item.	Gross income.	Less ex- penses.	Net mis- cellane- ous income.
Rent of lands			\$286 00
Interest			849 99
Total			\$1,135 99

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$2,852 32
Renewals of rails	21 88
Renewals of ties	172 50
Repairs and renewals of bridges and culverts....	1,111 54
Repairs and renewals of fences, road crossings, signs, and cattle guards	81 49
Repairs and renewals of buildings and fixtures.....	244 98
Total	\$4,484 71
Conducting transportation:	
Engine and roundhouse men	\$1,379 43
Fuel for locomotives	1,869 39
Oil, tallow, and waste for locomotives	39 50
Train service.....	1,943 98
Train supplies and expenses	180 16
Switchmen, flagmen and watchmen.....	886 18
Telegraph expenses	840 67
Station service.....	1,681 80
Station supplies.....	206 26
Car mileage—balance.....	1,133 85
Hire of equipment—balance.....	1,302 54
Loss and damage	9 24
Injuries to persons	1,580 10
Advertising	70 28
Stationery and printing	168 23
Total	\$12,236 04
General expenses:	
Insurance.....	\$254 94
Law expenses.....	67 85
Other expenses.....	9 29
Total	\$332 08
Recapitulation of expenses:	
Maintenance of way and structures	\$4,484 71
Conducting transportation	12,236 04
General expenses.....	332 08
Grand total.....	\$17,052 83

Percentage of expenses to earnings, 75.65.

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1899.		ASSETS.	JUNE 30, 1900.		YEAR ENDING JUNE 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease
	\$300,000 00	Cost of road.....		\$300,000 00		
	22,555 55	Cash and current assets		26,721 47	4,165 92	
	\$322,555 55	Grand total.....		\$326,721 47	4,165 92	
		LIABILITIES.				
	\$300,000 00	Capital stock.....		\$300,000 00		
	2,220 00	Insurance rec'd....				
	20,385 55	Profit and loss....		26,721 47	6,385 92	\$2,220 00
	\$322,555 55	Grand total ...		\$326,721 47	\$4,165 92	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	9			
Station agents.	6	976	\$1,687 50	\$1 71
Other station men.	3	487	706 20	1 45
Enginemen	2	202	749 25	3 71
Firemen	2	203	421 20	2 07
Conductors.....	1	162	499 75	3 04
Other trainmen.....	2	297	580 25	1 82
Section foremen.....	2	324	567 00	1 75
Other trackmen.....	6	970	1,356 80	1 40
Switchmen, flagmen and watchmen	1	168	210 00	1 25
All other employees and laborers.....	1	162	81 00	50
Total (including "general officers").....	35	3,951	\$6,811 45	\$1 72
Less "general officers".....	9			
Total (excluding "general officers")	26	3,951	\$6,811 45	\$1 72
Distribution of above:				
General administration.. ..	9			
Maintenance of way and structures.	8	1,294	1,523 80	\$1 49
Conducting transportation.....	18	2,657	4,888 15	1 84

TRAFFIC AND MILEAGE STATISTICS.

Item.	Column for number passen- gers, tonnage, car mileage, number cars, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.....	61,390			
Number of passengers carried one mile	568,882			
Number of passengers carried one mile per mile of road.....	50,750			
Average distance carried, miles	9.44			
Total passenger revenue.....		15,062	74	
Average amount received from each passenger.....			24	532
Average receipts per passenger per mile.....			02	653
Total passenger earnings.....		15,649	78	
Passenger earnings per mile of road.....		1,401	05	
Passenger earnings per train mile.....			86	044
Freight traffic:				
Number of tons carried of freight earning revenue....	7,910			
Number of tons carried one mile	65,430			
Number of tons carried one mile per mile of road.....	5,858			
Average distance haul of one ton, miles	9.44			
Total freight revenue		6,803	53	
Average amount received for each ton of freight.....			86	012
Average receipts per ton per mile.....			10	398
Total freight earnings		6,803	53	
Freight earnings per mile of road		609	09	
Freight earnings per train mile.....		146	438	
Total traffic:				
Gross earnings from operation.....		22,540	23	
Gross earnings from operation per mile of road		2,017	83	
Gross earnings from operation per train mile.....			96	713
Operating expenses.....		17,062	83	
Operating expenses per mile of road.....			1,526	67
Operating expenses per train mile			74	683
Income from operation.....		5,487	40	
Income from operation per mile of road		481	26	
Car mileage, etc.:				
Average mileage operated during year	11.17			
Train mileage:				
Mileage of revenue passenger trains	18,189			
Mileage of revenue mixed trains	4,646			
Total revenue train mileage.....	22,834			
Mileage of nonrevenue trains	1,941			
Total train mileage.....	24,775			

FREIGHT TRAFFIC MOVEMENT.

	Freight originating on this road— whole tons.	Freight received from connecting roads and other carriers— whole tons.	Total freight tonnage— whole tons.
Total tonnage.....	3,174	4,736	7,910

MILEAGE.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track....	11.17	.....	.....	.....	11.17	.....	.....	11.17
Miles of yard track and sidings	1.11	.....	.....	.....	1.11	.....	.84	.97
Total mileage oper- ated (all tracks)....	12.28	.....	.....	.....	12.28	.....	.84	11.44

MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine	11.17	.....	11.17	.....	.....	11.17

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs. Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel, old.....	.1996	\$20.00	Chestnut.	552	\$3c.
Steel, new.....	2.2100	20.00			
Total steel.....	3.1996	\$20.00			

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL— tons.		WOOD— cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Total.....		635			635	24,775	51.23
Average cost at distributing point.....		\$3.10					

ACCIDENTS TO PERSONS.

Kind of Accident.	PASSENGERS.		OTHERS.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Train accidents.	3	.....	.....	.....	.....	.....	3

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. Ft. In.	Minimum length. Ft. In.	Maximum length. Ft. In.	Item.	Number.	Height of lowest above surface of rail. Ft. In.
Bridges: Wooden.	2	63	11	52	Overhead Highway Crossings: Bridges	1	19.11
					Trestles.....	1	18.10
					Total	2	
Trestles:	7	4709	29	1590	Overhead Railway Crossings:		

Gauge of track, 4 feet, 8½ inches—11.17 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
11.17	11.17	Western Union Telegraph Co....	Western Union Telegraph Co.

STREET RAILWAY REPORTS
For the Year Ending June 30, 1900.

Report of the Augusta, Hallowell and Gardiner Railroad Company for the Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$38,747 88
Operating expenses.....		27,397 10
Net income from operation		\$11,350 78
Charges upon income accrued during the year:		
Interest on funded debt.....	\$3,250 00	
Taxes	885 95	
Total charges and deductions from income		\$8,645 95
Net divisible income		\$2,704 83
Dividends declared, 2 per cent semi-annually, common		4,800 00
Deficit for year ending June 30, 1900.....		\$2,095 17
Amount of surplus June 30, 1899		31,659 23
Total surplus June 30, 1900....		\$29,564 06

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$38,402 67
Receipts from advertising in cars	300 00
Receipts from interest on deposits and discounts.....	71 71
Other earnings from operation: rent.....	78 53
Gross income from operation	\$38,747 88
EXPENSES OF OPERATION.	
General expenses:	
Expense account	\$1,541 78
Insurance	1,182 45
Maintenance of roadway and buildings:	
Repairs of road bed and track	4,861 97
Repairs of electric line construction	207 87
Removal of snow and ice.....	798 88
Repairs of buildings	54 58
Maintenance of equipment:	
Repairs of cars and other vehicles.....	2,739 07
Repairs of electric equipment of cars, car cleaning	559 28
Transportation expenses:	
Cost of electric motive power.....	7,370 27
Wages and compensation of persons employed in conducting transportation	7,806 50
Damages for injuries to persons and property	4 50
Total	\$27,397 10

GENERAL BALANCE SHEET.

ASSETS.		
Land	\$385 47	
Cost of road and equipment	174,863 58	
Permanent improvements.....	19,946 43	
Total permanent investments		\$195,005 48
Cash and current assets:		
Cash.....	\$6,360 29	
Bills and accounts receivable	784 40	
Total cash and current assets.....		7,144 69
Miscellaneous assets:		
Materials and supplies.....		4,875 49
Profit and loss balance—deficit.....		73,656 17
Total		\$281,280 83
LIABILITIES.		
Total capital stock.....		\$130,000 00
Funded debt.....		150,000 00
Current liabilities:		
Matured interest coupons unpaid, (including coupons due July 1).....	\$4,280 00	
Bills payable.....	4,800 00	
Audited vouchers.....	2,220 83	
Total current liabilities		11,280 83
Total		\$281,280 83

CAPITAL STOCK.

Capital stock authorized by law, common.....	\$150,000 00	
Capital stock authorized by votes of company, common..	120,000 00	
Capital stock issued and outstanding, common		\$130,000 00
Total capital stock liability.....		120,000 00
Number of shares issued and outstanding, common	1,300	
Total number of stockholders	26	
Total stockholders in Maine	21	
Total stock held in Maine.....	\$114,500 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount out-standing.	Interest paid during year.
First mortgage bonds.....	6%	1910	\$100,000 00	\$6,000 00
Second mortgage bonds.....	4½%	1896-1911	50,000 00	2,250 00
Total.....			\$150,000 00	\$8,250 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year....	788,351
Number of passengers carried per mile of railway track operated	112,621
Number of round trips run	14,196
Number of car miles run	198,746
Average number of persons employed.....	38

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power.....	8	
Open passenger cars equipped for electric power....	8	
Total passenger cars of all kinds.....		16
Number of all above cars with 4 wheels.....		16
Construction, repair and other work cars		1
Snow plows.....		1
Electric motors		10

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	7	...	...
Length of sidings, switches, etc .....	.57	.....	.....	.57
Total length, computed as single track	7.57	.....	.....	7.57

RAILWAY OPERATED.

Length of railway line operated..	7
Length of sidings, switches, etc., operated .....	.57
Total length operated, computed as single track	7.57

System of electric motive power in use by the company, Thompson-Houston.
Names of the several cities and towns in which the railways operated by the company are located, Augusta, Hallowell, Farmingdale and Gardiner.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz:		
With Maine Central Railroad at Loudon Hill, Hallowell	2	1
With Maine Central Railroad at Eines Hill, Augusta ...	2	1
Total number of tracks at crossings.....	4	2

Number of above crossings at which frogs are inserted in the tracks, 4.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Augusta, Hallowell and Gardiner Railroad Company, Augusta, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—J. Manchester Haynes, Augusta, Maine.

Treasurer—George E. Macomber, Augusta, Maine.

Clerk of Corporation—Henry G. Staples, Augusta, Maine.

General Manager—George E. Macomber, Augusta, Maine.

Superintendent—L. F. Taylor, Hallowell, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. Manchester Haynes, Augusta, Maine.

George E. Macomber, Augusta, Maine.

J. F. Hill, Augusta, Maine.

Thomas J. Lynch, Augusta, Maine.

George A. Cony, Augusta, Maine.

Henry G. Staples, Augusta, Maine.

F. S. Thorne, Gardiner, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. MANCHESTER HAYNES,

GEO. E. MACOMBER,

THOMAS J. LYNCH,

GEO. A. CONY,

JOHN F. HILL,

Directors.

GEO. E. MACOMBER,

Treasurer.

STATE OF MAINE.

KENNEBEC, ss. August 17, 1900.

Then personally appeared the above named J. Manchester Haynes, George E. Macomber, John F. Hill, George A. Cony, T. J. Lynch, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. R. WHITTEN, Justice of the Peace.

Report of the Bangor, Hampden and Winterport Railway Company for Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$26,816 68
Operating expenses		22,986 10
Net income from operation		\$3,830 58
Charges upon income accrued during the year:		
Interest on funded debt	\$2,000 00	
Interest and discount on unfunded debts and loans	484 01	
Taxes	159 88	
Total charges and deductions from income		2,623 99
Net divisible income		\$1,206 59
Surplus for year ending June 30, 1900		\$1,206 59
Amount of surplus June 30, 1899		674 50
Total surplus June 30, 1900		\$1,881 09

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$24,086 04
Receipts from carriage of mails and parcels		1,537 51
Receipts from advertising in cars		65 64
Receipts from park and theatre		781 75
Receipts from restaurant privilege (park)		345 74
Income from operation		\$26,816 68
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$2,082 50
General office expenses and supplies		238 11
Insurance		370 70
Advertising and expense, park property		6,525 70
Maintenance of roadway and buildings:		
Repairs of road-bed and track		1,434 85
Repairs of electric line construction		106 88
Removal of snow and ice		241 86
Maintenance of equipment:		
Repairs of cars and other vehicles		645 78
Repairs of electric equipment cars		278 79
Transportation expenses:		
Cost of electric motive power		4,224 96
Wages and compensation of persons employed in conducting transportation		4,874 57
Damages for injuries to persons and property		23 20
Tolls for trackage rights over other railways		835 96
Rentals of buildings and other property		904 64
Car and motor expenses and supplies		49 96
Tickets, transfers, etc		86 18
Total operating expenses		\$22,986 10

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Roadbed and tracks	\$55,175 56	
Electric line construction, including poles, wiring, feeder lines, etc.	18,410 23	
Total cost of railway owned.....		\$73,585 79
Equipment:		
Cars and other rolling stock and vehicles	\$20,844 32	
Electric equipment of same	14,835 90	
Total cost of equipment....		35,680 22
Other permanent property:		
Telephone line	\$ 251 61	
Riverside Park	5,690 51	
Total cost of other permanent property owned		5,942 12
Total permanent investments		\$115,208 13
Cash and current assets:		
Cash	\$2,357 69	
Bills and accounts receivable	289 92	
Total cash and current assets.....		2,647 61
Miscellaneous assets:		
Materials and supplies ..	\$915 48	
Other assets and property	66 00	
Total miscellaneous assets.....		981 48
Total ..		\$118,837 23
LIABILITIES.		
Capital stock:		
Common		\$80,000 00
Funded debt.....		40,000 00
Current liabilities:		
Loans and bills payable.....	\$10,248 20	
Salaries and wages	681 43	
Miscellaneous current liabilities.....	5,463 17	
Total current liabilities		16,392 80
Accrued liabilities:		
Interest accrued and not yet due		588 23
Profit and loss balance—surplus		1,851 09
Total		\$118,837 23

CAPITAL STOCK.

Capital stock authorized by law, common	\$500,000 00	
Capital stock authorized by votes of company, common ..	500,000 00	
Capital stock issued and outstanding, common.....		\$60,000 00
Total capital stock liability... ..		60,000 00
Number of shares issued and outstanding, common	600	
Number of stockholders, common .	25	
Number of stockholders in Maine, common	21	
Amount of stock held in Maine, common		\$37,000 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage 20 year bonds, interest and principal payable in gold.....	5%	Sept. 15, 1917.	\$40,000 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		484,723
Number of passengers carried per mile of railway track operated		76,184
Number of car miles run... ..		105,410
Average number of persons employed.....		20
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power	3	
Open passenger cars equipped for electric power.....	6	
Total passenger cars of all kinds....		9
Number of all above cars with 4 wheels.....		8
Number of all above cars with 8 wheels.....		1
Construction, repair and other work cars.....		2
Snow plows		1
Combination, passenger and freight car		1
Electric motors		22

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line	4.52	.....	1.61	6.13
Length of sidings, switches, etc. ....	.88	.....	.....	.88
Total length, computed as single track	5.40	.....	1.61	7.01

RAILWAY OPERATED.

Length of railway line operated	6.13
Length of sidings, switches, etc., operated .....	.88
Total length operated, computed as single track..	7.01

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....	6.13	.....	6.13
Length of sidings, switches, etc.....88	.....	.88
Total length, computed as single track.....	7.01	.....	7.01

System of electric motive power in use by the company, General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located, Bangor and Hampden.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor, Hampden and Winterport Railway Company, Bangor, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Henry L. Mitchell, Bangor, Maine.

Treasurer—Chas. D. Stanford, Bangor, Maine.

Clerk of Corporation—Henry W. Mayo, Hampden, Maine.

General Manager—Henry L. Mitchell, Bangor, Maine.

Superintendent—Jas. H. Green, Bangor, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Israel A. Kelsey, West Haven, Conn.

S. Harrison Wagner, New Haven, Conn.

Thos. M. Waller, New London, Conn.

Henry L. Mitchell, Bangor, Maine.

Julius Waterman, Bangor, Maine.

Jas. H. Cutler, Bangor, Maine.

Chas. D. Stanford, Bangor, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY L. MITCHELL,

JULIUS WATERMAN,

CHAS. D. STANFORD,

Directors.

CHAS. D. STANFORD,

Treasurer.

J. H. GREEN,

Superintendent.

STATE OF MAINE.

PENOBSCOT, ss. October 20, 1900.

Then personally appeared the above named Henry L. Mitchell, Julius Waterman and Chas. D. Stanford and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY W. MAYO, Justice of the Peace.

Report of the Bangor, Orono and Old Town Railway Company for Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....	\$50,067 13	
Operating expenses	36,674 27	
Net income from operation		\$13,412 86
Miscellaneous income, less expense of collecting.....		500 00
Gross income above operating expenses.....		\$13,912 86
Charges upon income accrued during the year:		
Interest on funded debt	\$7,500 00	
Interest and discount on unfunded debts and loans.....	759 25	
Taxes	463 96	
Total charges and deductions from income		8,723 21
Net divisible income		\$5,189 65
Surplus for year ending June 30, 1900.....		\$5,189 65
Amount of surplus June 30, 1899.....		395 83
Total surplus June 30, 1900.		\$5,584 98

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$49,235 02
Receipts from rentals of buildings and other property.....		75 53
Receipts from advertising in cars		192 86
Express		45 00
Miscellaneous.....		1,036 73
Gross income from operation		\$50,587 13
General expenses:		
Salaries of general officers and clerks.....		1,697 56
General office expenses and supplies		187 37
Legal expenses		268 50
Insurance		276 20
Other general expenses.....		303 85
Rent.....		306 00
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....		3,202 11
Repairs of electric line construction.....		161 53
Removal of snow and ice		789 85
Repairs of buildings.....		331 67
Maintenance of equipment:		
Repairs of cars and other vehicles.....		2,194 70
Repairs of electric equipment of cars		2,472 13
Transportation expenses:		
Cost of electric motive power		9,353 52
Wages and compensation of persons employed in conducting transportation and car house		14,117 86
Damages for injuries to persons and property		1,022 30
Total operating expenses.....		\$36,674 27

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Roadbed and tracks	\$246,533 24	
Total permanent investment		\$246,533 24
Cash and current assets:		
Cash	\$3,328 02	
Sinking and other special funds.	100 00	
Total cash and current assets.		3,328 02
Materials and supplies		1,000 00
Profit and loss balance—deficit.....		32,054 90
Total		\$283,916 25
LIABILITIES.		
Capital stock:		
Common		\$125,000 00
Funded debt.....		125,000 00
Current liabilities:		
Loans and bills payable.....	\$39,000 00	
Miscellaneous current liabilities (estimated interest) ...	3,916 25	
Total current liabilities		33,916 25
Total		\$283,916 25

CAPITAL STOCK.

Capital stock authorized by law, common	\$250,000 00	
Capital stock authorized by votes of company, common ..	125,000 00	
Total capital stock liability.....		\$125,000 00

REAL ESTATE MORTGAGES.

PROPERTY MORTGAGED.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during year.
Entire plant to secure bonded indebtedness	6%	1915	\$125,000 00	\$7,500 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Bonds (gold bearing).....	6%	1915	\$125,000 00	\$7,500 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		984,700
Number of passengers carried per mile of railway track operated.....		70,835
Number of round trips run		12,041
Number of car miles run.....		337,264
Average number of persons employed:.....		31
EQUIPMENT OWNED.		Total number.
Box passenger cars equipped for electric power	8	16
Open passenger cars equipped for electric power.....	8	
Total passenger cars of all kinds.		16
Total number of above cars with 4 wheels.....	....	16
Construction, repair and other work cars. ....	....	16
Snow plows.....	....	2

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of main track owned, etc ..	16.2	.....	.....	16.2
Length of sidings, switches, etc.....	.5	.....	.....	.5
Total length, computed as single track	16.7	.....	.....	16.7

RAILWAY OPERATED.

Length of railway line operated.....	14.95
Total length of main track operated	14.95
Length of sidings, switches, etc., operated .....	.50
Total length operated, computed as single track	15.45

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....	16.2	.....	16.2

System of electric motive power in use by the company, Westinghouse and General Electric.

Names of the several cities and towns in which the railways operated by the company are located, Bangor, Veazie, Orono, Stillwater, Old Town and Great Works.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz.:		
With Maine Central Railroad at Veazle..... ..	2	1
With Bangor and Aroostook Railroad at Old Town	1	1
Total number of tracks at crossings..... ..	3	

Number of above crossings at which frogs are inserted in the tracks, 3.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers.....	1	.....	1

November 5, 1899, Jacob Rosen was thrown from platform of car and slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor, Orono and Old Town Railway Company, Bangor, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Elias Milliken, Augusta, Maine.
Treasurer—John Cassidy, Bangor, Maine.
Auditor—A. J. Durgin, Orono, Maine.
Clerk of Corporation—A. J. Durgin, Orono, Maine.
General Counsel—E. C. Ryder, Bangor, Maine.
General Manager—Elias Milliken, Augusta, Maine.
Superintendent—W. G. Rice, Bangor, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elias Milliken, Augusta, Maine.
Mrs. Sarah Milliken, Augusta, Maine.
John Cassidy, Bangor, Maine.
A. J. Durgin, Orono, Maine.
M. S. Holway, Augusta, Maine.
Geo. T. Sewall, Old Town, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

A. J. DURGIN,
JOHN CASSIDY,
ELIAS MILLIKEN,
Directors.
JOHN CASSIDY,
Treasurer.
W. G. RICE,
Superintendent.

STATE OF MAINE.

PENOBSCOT ss. September 15, 1900.

Then personally appeared the above named A. J. Durgin and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEORGE E. THOMPSON, Notary Public.

Report of the Bangor Street Railway Company for the Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$65,171 14
Operating expenses.....		50,547 50
Net income from operation		\$14,623 64
Charges upon income accrued during the year:		
Interest on funded debt	\$10,000 00	
Taxes	841 08	
Total charges and deductions from income		10,841 08
Net divisible income		\$3,782 61
Surplus for year ending June 30, 1900.		\$3,782 61
Amount of deficit June 30, 1899.....		9,343 47
Total deficit June 30, 1900		\$5,560 86

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$63,418 65
Receipts from tolls for use of tracks by other companies.....		835 98
Receipts from rentals of buildings and other property.....		517 12
Receipts from advertising in cars		400 00
Gross income from operation		\$65,171 14
EXPENSES OF OPERATION.		
General expenses.....		\$3,382 66
Maintenance of roadway and buildings:		
Repairs of road-bed and track.		2,381 64
Repairs of electric line construction		2,078 88
Removal of snow and ice.....		1,448 20
Repairs of buildings.....		110 60
Maintenance of equipment:		
Repairs of cars and other vehicles.....		2,225 64
Repairs of electric equipment of cars		2,471 86
Car and motor expenses and supplies... ..		261 68
Harnesses, horse-shoeing and veterinary care		52 64
Transportation expenses:		
Providence.....		349 40
Cost of electric motive power.....		8,841 61
Wages and compensation of persons employed in conducting transportation		23,341 98
Damages for injuries to persons and property		578 70
Sundry expenses		749 24
Waiting-room expense		514 08
Car house expenses and supplies		654 29
Total operating expenses.....		\$50,547 50

* Operated by the Public Works Company and 4-10 of expense charged to Bangor Street Railway.

GENERAL BALANCE SHEET.

It is impossible to determine correct data of "assets and liabilities" of the Bangor Street Railway separate from the other companies composing the Public Works Company.

The Public Works Company (Penobscot Water and Power Company, Brewer Water Company, Bangor Electric Light and Power Company and Bangor Street Railway) assumed all liabilities, and pay all indebtedness of the several united companies.

CAPITAL STOCK.

Capital stock authorized by law, common.....	\$200,000 00	
Total capital stock outstanding		\$200,000 00
Number of shares issued and outstanding, common..	2,000	
Number of stockholders, common.	12	
Number of stockholders in Maine, common	9	
Amount of stock held in Maine, common.....		174,000 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		1,563,061
Number of passengers carried per mile of railway track operated.....		16,114
Number of car miles run		398,624
Average number of persons employed.....		49
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power.....	13	
Open passenger cars equipped for electric power.....	15	
Total passenger cars of all kinds		28
Construction, repair and other work cars.		1
Snow plows		2
Carts and snow sleds		4
Two jiggers and emergency wagon		3
Horses.....		3
Harnesses—double, 2; single, 3; total		5
Electric motors		36

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line	8.4	.....	.....	8.4
Length of second track	1.3	.....	.....	1.3
Total length of main track owned, etc	9.7	.....	.....	9.7
Length of sidings, switches, etc .....	.1	.....	.....	1
Total length, computed as single track	9.8	.....	.....	9.8

RAILWAY OPERATED.

Length of railway line operated.....	8.4
Length of second track operated	1.3
Total length of main track operated.....	9.7
Length of sidings, switches, etc., operated .....	.1
Total length operated, computed as single track	9.8

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line	8.4	.....	8.4
Length of second track	1.3	.....	1.3
Total length of main track	9.7	.....	9.7
Length of sidings, switches, etc1	.....	.1
Total length, computed as single track	9.8	.....	9.8

System of electric motive power in use by the company, General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located, Bangor and Brewer.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Maine Central Railroad branch track leading to works of Eastern Manufacturing Company, South Brewer	1	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Bangor Street Railway, Bangor, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Chas. F. Woodard, Bangor, Maine.
 Treasurer—James H. Cutler, Bangor, Maine.
 Clerk of Corporation—James H. Cutler, Bangor, Maine.
 General Manager—James H. Cutler, Bangor, Maine.
 Superintendent—W. H. Snow, Bangor, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. F. Woodard, Bangor, Maine.
 James H. Cutler, Bangor, Maine.
 James W. Cartwright, Jr., Bangor, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

CHARLES F. WOODARD,
 JAMES H. CUTLER,
 JAMES W. CARTWRIGHT, JR.
 Directors.
 JAMES H. CUTLER,
 Treasurer.
 WILLIAM H. SNOW,
 Superintendent.

STATE OF MAINE.

PENOBSCOT, ss. October 16, 1900.

Then personally appeared the above named Charles F. Woodard, James H. Cutler, James W. Cartwright, Jr., and William H. Snow, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. BARTLETT, Justice of the Peace.

Report of the Benton and Fairfield Railway Company for Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$6,558 98
Operating expenses.....		5,965 08
Net income from operation		\$593 90
Charges upon income accrued during the year:		
Interest and discount on unfunded debts and loans.....	\$728 00	
Taxes	20 88	
Total charges and deductions from income		749 88
Deficit for year ending June 30, 1900.....		\$155 98
Amount of deficit June 30, 1899		365 69
Total deficit June 30, 1900.....		\$521 67

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$2,386 88
Receipts from carriage of mails and parcels		115 30
Receipts from advertising in cars		15 00
Freight earnings		4,087 75
Sale of sand		11 00
Gross income from operation....		\$6,558 98
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$36 00
General office expenses and supplies		123 20
Insurance		85 35
Interest.....		728 00
Taxes		20 88
Maintenance of roadway and buildings:		
Repairs of road-bed and track.....		529 05
Repairs of electric line construction.....		280 40
Removal of snow and ice		40 65
Repairs of buildings		
Maintenance of equipment:		
Repairs of cars and other vehicles.....		269 70
Repairs of electric equipment of cars		
Transportation expenses:		
Cost of electric motive power.....		1,000 00
Wages and compensation of persons employed in conducting transportation		2,865 90
Rentals of buildings and other property		55 00
Total operating expenses.....		\$5,965 08

PROPERTY ACCOUNTS.

Additions: Extension of railway and tracks (length, one mile). New electric line construction (length, one mile). Additions to other permanent property: One iron bridge, 100 feet long, over the canal at head of the island in Fairfield.....	\$10,590 00
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GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Roadbed and tracks		\$20,838 04
Electric line construction, including poles, wiring, feeder lines, etc.....		
Equipment:		
Cars and other rolling stock and vehicles.....		3,878 88
Electric equipment of same.....		
Land and buildings:		
Land necessary for operation of railway.....	\$1,247 00	3,577 13
Electric power stations, including equipment.....	1,720 68	
Other buildings necessary for operation of railway.....	609 45	
Total cost of land and buildings, owned		3,577 13
Total permanent investments.....		\$28,294 00
Cash and current assets:		
Cash.....	\$ 127 67	12,180 25
Bills and accounts receivable	12,052 58	
Total cash and current assets.		12,180 25
Materials and supplies.....		1,680 02
Total.....		\$42,054 27
LIABILITIES.		
Capital stock:		
Common		\$12,000 00
Current liabilities:		
Loans and bills payable.....		30,054 27
Total		\$42,054 27

CAPITAL STOCK.

Capital stock authorized by law, common	\$12,000 00	
Capital stock issued and outstanding, common.....		\$12,000 00
Number of shares issued and outstanding, common	480	
Number of stockholders, common	4	
Number of stockholders in Maine, common	2	
Amount of stock held in Maine, common		11,960 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		47,740
Number of passengers carried per mile of railway track operated..		13,640
Average number of persons employed.....		6
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power	1	
Total passenger cars of all kinds.....		1
Box car equipped for electric power for hauling freight.....		1
Construction, repair and other work cars.....		2
Snow plows		2
Electric motors ...		4

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line operated	3.41	.....	.....	3.41
Length of sidings, switches, etc.....	.12	.....	.....	.12
Total length, computed as single track.....	3.53	.....	.....	3.53

System of electric motive power in use by the company, Westinghouse.

Miles of new electric railway in process of construction, June 30, 1899, 500 feet including a new iron bridge 200 feet long across the Sebasticook at Benton Falls.

Names of the several cities and towns in which the railways operated by the company are located, Benton and Fairfield.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Benton and Fairfield Railway Company, Fairfield, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Charles D. Brown, 156 Congress St., Boston, Mass.

Treasurer—Edw. W. Heath, Waterville, Maine.

Clerk of Corporation—H. M. Mansfield, Fairfield, Maine.

General Counsel—L. C. Cornish, Augusta, Maine.

General Manager—H. M. Mansfield, Fairfield, Maine.

Superintendent—Fred Rowe, Benton Station, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles D. Brown, Salem, Mass.

E. Morgan, Springfield, Mass.

H. M. Mansfield, Fairfield, Maine.

Edward W. Heath, Waterville, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

EDW. W. HEATH,

HARVEY M. MANSFIELD,

Directors.

EDW. W. HEATH,

Treasurer.

STATE OF MAINE.

SOMERSET, ss. September 19, 1900.

Then personally appeared the above named Edw. W. Heath, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FREDERIC H. E. BRAGG, Notary Public.

Report of the Biddeford and Saco Railroad Company for Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$81,573 13
Operating expenses		20,802 69
Net income from operation		\$10,769 44
Charges upon income accrued during the year:		
Interest on funded debt.....	\$5,111 65	
Interest and discount on unfunded debts and loans	1,586 70	
Taxes	466 34	
Total charges and deductions from income.....		7,174 59
Net divisible income		\$3,594 85
Surplus for year ending June 30, 1900.....		\$3,594 85
Amount of deficit, June 30, 1899.....		356 33
Additions during the year: From refunding bonded debt		1,415 27
Total surplus, June 30, 1900		\$4,663 79

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$81,573 55
Receipts from advertising in cars		124 75
Electric power.....		73 88
Gross income from operation.		\$81,572 13
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....		\$1,200 00
General office expenses and supplies.		424 45
Insurance		691 41
Other general expenses.....		581 78
Maintenance of roadway and buildings:		
Repairs of road-bed and track		756 48
Repairs of electric line construction		55 47
Removal of snow and ice.		215 15
Repairs of buildings.....		801 99
Maintenance of equipment:		
Repairs of cars and other vehicles.....		400 28
Repairs of electric equipment of cars		1,359 42
Repairs of steam and electric plants		585 77
Transportation expenses		
Cost of electric motive power.....		5,454 05
Wages and compensation of persons employed in conducting transportation		5,607 09
Damages for injuries to persons and property.....		584 65
Lubricants, waste cars, etc.....		2,064 60
Total operating expenses		\$20,802 69

PROPERTY ACCOUNTS.

Additions:		
*Extension of railway and tracks (length 10,785.25 feet) ..		\$767 44
Additional cars (8 in number) and electric equipment of same	\$14,520 55	
Other additional equipment.....	5 75	
Total additions to equipment ..		14,526 30
New electric power stations, including machinery, etc..	\$980 47	
Additional equipment of power stations.....	5,500 75	
Total additions to land and buildings		6,481 22
Reconstruction of road.....		25,388 14
Total additions to property accounts		\$47,643 10
Deductions:		
Property sold or reduced in valuation and credited to property accounts: one car stove.....		1 00
Net addition to property accounts for the year ..		\$47,643 10

* In process of construction.

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Road-bed and tracks.....	\$85,255 38	
Electric line construction, including poles, wiring, feeder lines, etc.....	8,754 57	
Total cost of railway owned.....		\$94,010 30
Equipment:		
Cars and other rolling stock and vehicles	\$51,920 23	
Electric equipment of same		
Horses and miscellaneous equipment		
Other items of equipment—snow plows.....		
Total cost of equipment owned		54,034 45
Land and buildings:		
Electric power stations, equipment	\$20,315 11	
Other buildings necessary for operation of railway.....	13,606 06	
Total cost of land and buildings owned		33,921 17
Total permanent investments.....		\$181,966 12
Cash and current assets:		
Cash.....		54,187 67
Total		\$236,153 79
LIABILITIES.		
Capital stock:		
Common		\$40,000 00
Funded debt.....		150,000 00
Current liabilities:		
Notes.....		41,300 00
Profit and loss balance—surplus		4,653 79
Total		\$236,153 79

CAPITAL STOCK.

Capital stock authorized by law, common	\$100,000 00	
Capital stock authorized by votes of company, common..	40,000 00	
Capital stock issued and outstanding, common		\$40,000 00
Number of shares issued and outstanding, common	800	*
Number of stockholders, common	58	
Number of stockholders in Maine, common	44	
Amount of stock held in Maine, common.....		38,600 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage bond*	6%	1908	\$ 80,000 00	\$7,828 65
Present issue—first mortgage gold bonds.	4%	1940	150,000 00	

* Above indebtedness refunded during year.

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		442,665
Number of passengers carried per mile of railway track operated.....		77,281
Number of round trips run:		
Biddeford to Old Orchard.....		10,328
Biddeford to Saco		11,711
Number of car miles run.....		170,780
Average number of persons employed		24
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power.....	4	
Open passenger trail cars.....	9	
Open passenger cars equipped for electric power.....	11	
Total passenger cars of all kinds.....		24
Number of above cars with 4 wheels.....		20
Number of all above cars with 8 wheels.....		4
Snow plows		1
Carts and snow sleds—1 cart, 1 sled.....		2
Other vehicles—1 wagon		1
Horses		1
Harnesses—single		2
Electric motors.....		80

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	5.72	.....	.....	5.72
Total length of main track owned, etc.	5.72	.....	.....	5.72
Length of sidings, switches, etc.....	.30	.....	.....	.30
Total length, computed as single track.....	6.02	.....	.....	6.02

RAILWAY OPERATED.

Length of railway line operated	5.72
---------------------------------------	------

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....	5.72	.....	5.72
Total length of main track	5.27	.....	5.27
Length of sidings, switches, etc.....30	.....	.30
Total length, computed as single track.....	6.02	.....	6.02

System of electric motive power in use by the company, Thomson, Houston and General Electric.

Miles of new electric railway in process of construction, June 30, 1900, 2.04.

Names of the several cities and towns in which the railways operated by the company are located, Saco, Biddeford and Old Orchard.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz:		
With Boston and Maine Railroad, Main street, Saco....	2	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	4	.....	.....	.....	4

September 13, 1899. Rear end collision at foot of Alfred Street, Biddeford; one lady slightly injured by shock.

May 30, 1900. Head on collision at foot of Dean Hill, Biddeford, caused by slippery rail; three passengers injured, none seriously.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Biddeford and Saco Railroad Company, 154 Main Street, Biddeford, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—C. H. Prescott, Biddeford, Maine.

Treasurer—E. F. Lord, Biddeford, Maine.

Clerk of Corporation—E. F. Lord, Biddeford, Maine.

General Manager—E. A. Newman, Portland, Maine.

Superintendent—W. A. Worthing, Biddeford, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. H. Prescott, Biddeford, Maine.

Harry P. Garland, Saco, Maine.

Carlos Heard, Biddeford, Maine.

Wm. G. Davis, Portland, Maine.

Chas. F. Libby, Portland, Maine.

Wm. R. Wood, Portland, Maine.

Ammi Whitney, Portland, Maine.

Wm. A. Wheeler, Portland, Maine.

Jos. S. Kicker, Portland, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

C. H. PRESCOTT,
CARLOS HEARD,
H. P. GARLAND,

E. F. LORD, Directors.

Treasurer.

STATE OF MAINE.

YORK, ss. October 2, 1900.

Then personally appeared the above named C. H. Prescott, Carlos Heard, H. P. Garland, and E. F. Lord, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY H. GOODWIN, Notary Public.

Report of the Calais Street Railway Company for Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$24,360 64
Operating expenses		20,406 37
Net income from operation		\$3,957 27
Charges upon income accrued during the year:		
Interest on funded debt	\$5,000 00	
Interest and discount on unfunded debts and loans	217 00	
Taxes	403 08	
Total charges and deductions from income		5,620 08
Deficit for year ending June 30, 1900		\$1,722 81
Amount of deficit June 30, 1899		8,757 00
Additions during the year:		
Account charged off		230 78
Total deficit June 30, 1900		\$10,700 59

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$23,986 08
Receipts from rentals of buildings and other property		85 00
Receipts from sales of old material		32 00
Receipts from advertising in cars		150 00
Receipts from rent of motors		157 61
Gross income from operation		\$24,360 64
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$1,409 25
General office expenses and supplies		152 00
Insurance		1,738 44
Other general expenses		962 59
Maintenance of roadway and buildings:		
Repairs of road-bed and track		1,054 34
Repairs of electric line construction		300 88
Removal of snow and ice		576 84
Repairs of buildings		19 57
Maintenance of equipment:		
Repairs of cars and other vehicles		1,368 11
Repairs of electric equipment of cars		1,418 88
Transportation expenses:		
Cost of electric motive power		6,536 41
Wages and compensation of persons employed in conducting transportation		5,069 13
Total operating expenses		\$30,406 37

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Roadbed and tracks	\$82,000 00	
Electric line construction, including poles, wiring, feeder lines, etc.	35,000 00	
Interest accrued during construction of railway.	2,000 00	
Salaries, engineering and other expenses incident to construction.....	30,000 00	
Total cost of railway owned.....		\$149,000 00
Equipment:		
Cars and other rolling stock and vehicles	\$11,800 00	
Electric equipment of same	8,000 00	
Total cost of equipment owned		19,800 00
Land and buildings:		
Land necessary for operation of railway	\$ 6,200 00	
Electric power stations, including equipment....	20,000 00	
Other buildings necessary for operation of railway.....	5,000 00	
Total cost of land and buildings, owned.....		31,200 00
Total permanent investments.....		\$200,000 00
Profit and loss balance—deficit.		10,700 59
Total		\$210,700 59
LIABILITIES.		
Capital stock:		
Common.....		\$100,000 00
Funded debt.....		100,000 00
Current liabilities:		
Loans and bills payable.....	\$2,000 00	
Matured interest coupons unpaid (including coupons due July 1).....	2,500 00	
Total current liabilities		4,500 00
Accrued liabilities;		
Interest accrued and not yet due	\$ 60 00	
Accounts due.	6,140 59	
Total accrued liabilities		6,200 59
Total		\$210,700 59

CAPITAL STOCK.

Capital stock authorized by law, common	\$100,000 00	\$100,000 00
Capital stock authorized by votes of company, common..	100,000 00	
Total capital stock outstanding .....	.....
Number of shares issued and outstanding, common..	1,000	
Total number of stockholders	12	
Total stockholders in Maine.....	12	
Amount of stock held in Maine, common.	\$100,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage bonds	5%	July 1, 1918	\$100,000 00	\$5,000 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		492,004
Number of passengers carried per mile of railway track operated.....		68,868
Number of round trips run.....		12,140
Number of car miles run.....		183,960
Average number of persons employed.....		20
EQUIPMENT OWNED.		Total number.
Box passenger cars equipped for electric power.....	3	7
Open passenger cars equipped for electric power.....	4	
Total passenger cars of all kinds.....		7
Number of above cars with 4 wheels..		7
Construction, repair and other work cars.		1
Snow plows.....		1
Electric motors		5

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line	7	.....	.....	7
Total length of main track owned	7	.....	.....	7

RAILWAY OPERATED.

Length of railway line operated.....	7
--------------------------------------	---

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Total length of main track	7	.....	...	7

System of electric motive power in use by the company, Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Calais, Maine; St. Stephen and Milltown, N. B.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number) viz.:		
With Washington County Railroad, North St., Calais...	1	1
With St. Stephen & Milltown R.R., Main St., Milltown, N. B.	1	1
Total number of tracks at crossings.....	2	2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Calais Street Railway Company, Calais, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—George A. Curran, Calais, Maine.
Treasurer—Charles W. Young, Calais, Maine.
Clerk of Corporation—Charles F. Pray, Calais, Maine.
General Counsel—George A. Curran, Calais, Maine.
General Manager—Charles W. Young, Calais, Maine.
Superintendent—Charles F. Pray, Calais, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George A. Curran, Calais, Maine.
Charles W. Young, Calais, Maine.
Charles F. Pray, Calais, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

GEORGE A. CURRAN,
CHARLES F. PRAY,
CHARLES W. YOUNG,
Directors.
CHARLES W. YOUNG,
Treasurer.
CHARLES F. PRAY,
Superintendent.

STATE OF MAINE.

WASHINGTON, ss. August 25, 1900.

Then personally appeared the above named George A. Curran, Charles W. Young, and Charles F. Pray, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

BEN Y. CURRAN, Justice of the Peace.

**Report of the Fryeburg Horse Railroad Company for Year
Ending June 30, 1900.**

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation	\$668 20
Operating expenses	519 13
Net income from operation	\$149 06
Charges upon income accrued during the year:	
Paid on Hatch note	150 00
Deficit for year ending June 30, 1900.....	\$ 92
Amount of surplus June 30, 1899	52 50
Total surplus June 30, 1900.....	\$51 59

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$668 20
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks.	\$5 00
Maintenance of roadway and buildings:	
Repairs of road-bed and track.....	\$28 86
Maintenance of equipment:	
Repairs of cars and other vehicles.....	\$10 44
Harnesses, horse-shoeing and veterinary care	7 70
Transportation expenses:	
Provender	\$31.11
Wages and compensation of persons employed in conducting transportation	435 91
Total operating expenses.....	\$519 13

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Road-bed and tracks.....	\$6,492 18	
Equipment:		
Cars and other rolling stock and vehicles	783 89	
Land and buildings:		
Land necessary for operation of railway.....	224 00	
Total permanent investments		\$7,510 07
LIABILITIES.		
Capital stock:		
Common	\$5,075 00	
Hatch note.....		\$372 82
Profit and loss balance—surplus		1,862 25
Total		\$7,510 07

CAPITAL STOCK.

Capital stock authorized by law, common	\$200,000 00	
Capital stock authorized by votes of company, common ..	5,075 00	
Capital stock issued and outstanding, common.....		\$5,075 00
Number of shares issued and outstanding, common	208	
Number of stockholders, common	16	
Number of stockholders in Maine, common	18	
Amount of stock held in Maine, common		\$5,075 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		10,017
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for horse power	3	4
Open passenger cars equipped for horse power.....	1	
Total passenger cars of all kinds.....	4	
Harnesses—single.. ..	1	1

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned—miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line	3	.....	... ..	3

Names of the several cities and towns in which the railways operated by the company are located, Fryeburg, from Maine Central Railroad station to Chautauqua grounds.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Fryeburg Morse Railroad Company, Fryeburg, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Freeman Hatch, Cornish, Maine.

Treasurer—Cassius W. Pike, Fryeburg, Maine.

Clerk of Corporation—Seth W. Fife, Fryeburg, Maine.

General Manager—Seth W. Fife, Fryeburg, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Freeman Hatch, Cornish, Maine.

Seth W. Fife, Fryeburg, Maine.

Cassius W. Pike, Fryeburg, Maine.

E. C. Farrington, Augusta, Maine.

John Locke, Portland, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. W. PIKE,
Treasurer.

SETH W. FIFE,
General Manager.

STATE OF MAINE.

OXFORD, ss. October 5, 1900.

Then personally appeared the above named C. W. Pike and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

SETH W. FIFE, Justice of the Peace.

Report of the Lewiston, Brunswick and Bath Street Railway Company for Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation	\$222,864 14	
Operating expenses	167,590 40	
Net income from operation		\$54,773 74
Charges upon income accrued during the year:		
Interest on funded debt	\$38,900 00	
Taxes	3,221 33	
Rentals of leased railways:		
Bath Street Railway, Div. 4% on \$100,000	\$4,000	
Bath Street Railway, Int. 5% on \$70,000	3,500	
Lewiston & Auburn Horse R. R., 5% on \$85,000....	4,250	
	11,750 00	
Total charges and deductions from income		53,871 33
Net divisible income		\$902 41
Dividends declared on common stock		81,011 00
Deficit for year ending June 30, 1899		\$30,108 50
Amount of surplus June 30, 1899		51,297 98
Amount of surplus June 30, 1900		\$21,189 39
Deductions during the year:		
Operating expenses for year 1899	\$20,291 19	
Additions to permanent property	3,558 22	
Total deductions		23,849 41
Total deficit June 30, 1900		\$2,660 02

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$314,774 24
Receipts from rentals of buildings and other property	2,456 10
Receipts from sales of old material	2,647 55
Receipts from advertising in cars	750 00
Park entrance fees and miscellaneous receipts	735 95
Gross income from operation	\$322,364 14
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks.	\$5,198 74
General office expenses and supplies	2,395 99
Legal expenses	541 58
Insurance	2,082 20
Advertising and attractions	4,044 05
Parks	13,101 63
Miscellaneous and general expense	6,147 15
Maintenance of roadway and buildings:	
Repairs of road-bed and track	\$17,554 30
Repairs of electric line construction	3,791 01
Removal of snow and ice	3,900 49
Repairs of buildings	534 58
Maintenance of equipment:	
Repairs of cars and other vehicles	\$10,414 89
Repairs of electric equipment of cars	14,351 73
Supplies	1,150 30
Car house expense	52 51
Transportation expenses:	
Provender	\$280 22
Cost of electric motive power	36,031 33
Wages and compensation of persons employed in conducting transportation	58,661 13
Damages for injuries to persons and property	5,690 31
Rentals of buildings and other property	2,112 91
Total operating expenses	*\$187,881 59

*Includes all operating expenses of the year ending June 30, 1900, and \$30,291.19 chargeable to year ending June 30, 1899. Under book-keeping system in use before June 30, 1899, books showed operating expenses paid. Above return shows bills contracted. Actual operating expenses for year ending June 30, 1900, \$187,580.40.

PROPERTY ACCOUNTS.

Additions to permanent property:	
Amphitheatre Lake Grove	\$ 632 88
Guard rail and filling trestles	2,090 24
Fitting up new offices	550 07
Improvements at park	295 03
Total additions to permanent property	\$3,558 22

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investment.....		\$1,571,300 00
Cash and current assets:		
Cash.....	\$27,514 57	
Bills and accounts receivable..	1,648 28	
Total cash and current assets.....		\$29,160 85
Miscellaneous assets:		
Materials and supplies.....	\$4,833 22	
Unexpired insurance.....	686 74	
Total miscellaneous assets.....		5,527 96
Profit and loss balance—deficit.....		2,680 02
Total		\$1,608,648 83
LIABILITIES.		
Capital stock:		
Common		\$627,100 00
Funded debt.....		772,000 00
Outstanding securities of other roads:		
Bath Street Railway.....	\$70,000 00	
Lewiston and Auburn.....	85,000 00	
		155,000 00
Current liabilities:		
Loans and bills payable....	\$11,210 04	
Matured interest coupons unpaid (including coupons due July 1) on Bath Street Railway, 5% bonds. .	1,750 00	
Rentals due July 1, on \$100,000, Bath St. Railway stock, 4%	2,000 00	
Accounts payable....	18,744 22	
Total current liabilities		33,704 26
Accrued liabilities:		
Interest accrued and not yet due.....	\$13,320 88	
Taxes accrued and not yet due... ..	1,523 74	
Total accrued liabilities.....		14,844 57
Total		\$1,608,648 83

CAPITAL STOCK.

Capital stock authorized by law, common	\$638,300 00	
Capital stock authorized by votes of company, common ..	638,300 00	
Capital stock issued and outstanding, common		\$627,100 00
Number of shares issued and outstanding, common 6,371		
Number of stockholders, common	188	
Number of stockholders in Maine, common	26	
Amount of stock held in Maine, common		\$125,400 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
\$1,000,000 twenty year bonds	5%	1918	\$778,000 00	\$38,900 00

Two hundred and twenty-two thousand dollars are impounded to purchase or retire at maturity the following:

\$ 70,000 Bath Street Railway 5% bonds at par	\$70,000
100,000 Bath Street Railway stock at 66 2/3%	67,000
85,000 Lewiston and Auburn Horse Railroad 5% bonds at par..	85,000

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		3,416,141
Number of passengers carried per mile of railway track operated.....		62,396
Average number of persons employed.....		196
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power	15	
Open passenger cars equipped for electric power.....	35	
Total passenger cars of all kinds.		50
Number of all above cars with 4 wheels		30
Number of all above cars with 8 wheels		20
Construction, repair and other work cars.		2
Snow plows.....		8
Parlor cars		1
Carts and snow sleds.....		3
Tower wagon		1
Electric motors		106
Closed car bodies without motors... ..		9

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line	50.50	4.25	.....	54.75
Length of sidings, switches, etc.....	1.43	.....	.....	1.43
Total length, computed as single track	51.93	4.25	.....	56.18

RAILWAY OPERATED.

Length of railway line operated.....	54.75
Length of sidings, switches, etc., operated	1.43
Total length operated, computed as single track	56.18

System of electric motive power in use by the company, Westinghouse and General Electric.

Names of the several cities and towns in which the railways operated by the company are located, Lewiston, Auburn, Webster, Lisbon, Topsham, Brunswick and Bath.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (4 in number), viz.:		
With Maine Central Railroad at Court St., Auburn... ..	2	1
With Maine Central Railroad at Cedar St., Auburn	2	1
With Maine Central Railroad at Main St., Brunswick ..	2	1
With Maine Central Railroad at Washington St., Bath..	2	1
Total number of tracks at crossings.....	8	4

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers.....	8	.....	.....	.....	8
Other persons....	2	.....	2	.....	4
Totals	10	.....	2	.....	12

August 19, 1899—Parlor car going down Lisbon Street at corner of Pine Street, the rear trucks took the Pine Street track throwing rear end of car against car standing on Pine Street track. Four passengers on parlor car, two on Pine Street car and two pedestrians were slightly injured.

July 27, 1899—Two cars running in opposite directions came together in the Topsham woods; force of collision very slight. Two people claimed to have been injured.

January 27, 1900—8.30 P. M. car No. 38, leaving Lewiston, while running down Dill Hill collided with a two horse team; man lying on sled injured about head and one horse killed, road exonerated.

May 22, 1900—9.30 P. M. car No. 50, from Bath, when near city farm, ran over man who was lying on track, who died in a few minutes. Road exonerated.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Lewiston, Brunswick and Bath Street Railway, Brunswick, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Herbert M. Heath, Augusta, Maine.
Vice-President—Theodore L. Peters, New York, N. Y.
Treasurer—Milton I. Masson, Brunswick, Maine.
Clerk of Corporation—Charles L. Andrews, Augusta, Maine.
General Counsel—Herbert M. Heath, Augusta, Maine.
General Manager—Milton I. Masson, Brunswick, Maine.
Superintendent—F. C. Farr, Lewiston, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Herbert M. Heath, Augusta, Maine.
Albert H. Shaw, Bath, Maine.
Amos F. Gerald, Fairfield, Maine.
Edward J. Lawrence, Fairfield, Maine.
Theodore L. Peters, Englewood, N. J.
E. Burton Hart, Jr., New York, N. Y.
Milton I. Masson, Brunswick, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HERBERT M. HEATH,
M. I. MASSON,
E. J. LAWRENCE,
E. BURTON HART, JR.,
A. F. GERALD,
THEODORE L. PETERS,
Directors.

M. I. MASSON,
Treasurer.

F. C. FARR,
Superintendent.

STATE OF MAINE.

CUMBERLAND ss. October 12, 1900.

Then personally appeared the above named Herbert M. Heath, M. I. Masson, E. J. Lawrence, E. Burton Hart, Jr., A. F. Gerald, Theodore L. Peters and F. C. Farr and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, M. H. BLACKWELL, Justice of the Peace.

Report of the Mousam River Railroad Company for the Year Ending August 19, 1899.*

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$8,910 42
Operating expenses		4,498 86
Net income from operation		\$4,411 56
Charges upon income accrued during the year:		
Interest on funded debt	\$3,579 15	
Taxes	224 41	
Total charges and deductions from income		\$3,803 56
Net divisible income		\$1,608 00
Surplus for year ending August 19, 1900		1,608 00
Amount of surplus June 30, 1899		8,159 72
Additions during the year: Lease of road to the Sanford and Cape Porpoise Railway		2,000 00
Total surplus August 19, 1900		\$11,747 72

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$1,240 45
Receipts from carriage of mails and parcels		68 19
Receipts from rentals of buildings and other property		15 75
Other earnings from operation: freight		7,501 08
Gross income from operation		\$8,910 42
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$282 45
General office expenses and supplies		88 21
Maintenance of roadway and buildings:		
Repairs of road-bed and track		293 57
Repairs of electric line construction		48 22
Maintenance of equipment:		
Repairs of cars and other vehicles		956 68
Repairs of electric equipment of cars		
Transportation expenses:		
Oil and waste		26 87
Cost of electric motive power		1,025 56
Wages and compensation of persons employed in conducting transportation		1,299 40
Lights		477 09
Total operating expenses		\$4,498 86

* Leased to and operated by the Sanford and Cape Porpoise Railway, from August 19, 1899.

PROPERTY ACCOUNTS.

Additions:		
Electric equipment.....	\$121 17	
Other additional equipment.....	262 28	
Total additions to equipment		\$383 45
Additions to permanent property:		
Lights... ..		204 18
Total additions to property accounts.....		\$587 63

GENERAL BALANCE SHEET.

ASSETS.		
Total cost of railway and equipment owned		\$157,806 75
Land and buildings:		
Land necessary for operation of railway.....		4,066 11
Total permanent investments		\$161,874 86
Cash and current assets:		
Cash.....	\$519 73	
Bills and accounts receivable	53 13	
Loaned to Sanford and Cape Porpoise Railway Company	6,000 00	
Total cash and current assets.....		6,573 86
Total		\$168,547 72
LIABILITIES.		
Capital stock, common		\$91,500 00
Funded debt.....		65,000 00
Profit and loss balance—surplus.....		11,747 72
Total		\$168,547 72

CAPITAL STOCK.

Capital stock authorized by law, common.....	\$300,000 00	
Capital stock issued and outstanding, common		\$91,500 00
Number of shares issued and outstanding, common	918	
Total number of stockholders	8	
Total stockholders in Maine	6	
Amount of stock held in Maine, common.....	\$68,800 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Portland Trust Company.....	6%	Dec. 15, 1912.	\$65,000 00	\$2,579 15

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		24,809
Number of passengers carried per mile of railway track operated		9,228
Number of round trips run		1,400
Number of car miles run		3,612
Average number of persons employed.....		15
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power.....	2	
Open passenger cars equipped for electric power.....	4	
Total passenger cars of all kinds.....		6
Number of all above cars with 4 wheels.....		6
Snow plows.....		1
Baggage cars.		1
Electric motors		1

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	NUMBER OF TRACKS AT CROSSING.			Total.
	Owned— miles.	Held under lease or contract.	Trackage over other railways.	
Length of railway line.....	2.58	...	...	2.58
Length of sidings, switches, etc .....	.89	.....	.....	.89
Total length, computed as single track	3.47	.....	.....	3.47

RAILWAY OPERATED.

Length of railway line operated..	2.58
Length of sidings, switches, etc., operated .....	.89
Total length operated, computed as single track	3.47

System of electric motive power in use by the company, Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Sanford and Springvale, Me.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz:		
With Boston & Maine Railroad at station Springvale...	3	1

Number of above crossings at which frogs are inserted in the tracks, 2.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Mousam River Railroad Company, Sanford, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—E. M. Goodall, Sanford, Maine.

Vice-President—Geo. B. Goodall, Sanford, Maine.

Treasurer—Louis B. Goodall, Sanford, Maine.

Clerk of Corporation—Fred J. Allen, Sanford, Maine.

General Counsel—Fred J. Allen, Sanford, Maine.

Superintendent—C. A. Bodwell, Sanford, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

E. M. Goodall, Sanford, Maine.

George B. Goodall, Sanford, Maine.

Louis B. Goodall, Sanford, Maine.

E. E. Hussey, Sanford, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ERNEST M. GOODALL,

LOUIS B. GOODALL,

GEORGE B. GOODALL,

E. E. HUSSEY,

Directors.

LOUIS B. GOODALL,

Treasurer.

C. A. BODWELL,

Superintendent.

STATE OF MAINE.

YORK, ss. October 16, 1900.

Then personally appeared the above named Ernest M. Goodall, Louis B. Goodall, George B. Goodall, and E. E. Hussey, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT H. FERNALD, Justice of the Peace.

Report of the Norway and Paris Street Railway Company for the Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$6,455 31
Operating expenses.....		5,890 86
Net income from operation		\$1,064 45
Charges upon income accrued during the year:		
Interest on funded debt	\$900 00	
Interest and discount on unfunded debts and loans.....	4 68	
Taxes	70 40	
Total charges and deductions from income		974 98
Net divisible income		\$89 47
Surplus for year ending June 30, 1900.		\$89 47
Amount of surplus June 30, 1899		426 00
Total surplus June 30, 1900		\$515 47

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$6,220 51
Receipts from carriage of mails and parcels		145 66
Receipts from advertising in cars		88 75
Receipts from discount		39
Gross income from operation		\$6,455 31
EXPENSES OF OPERATION.		
General expenses:		
Expense account		\$394 53
Insurance		239 38
Station lighting.		10 50
Maintenance of roadway and buildings:		
Repairs of road-bed and track.		422 26
Repairs of electric line construction		30 96
Removal of snow and ice.....		583 04
Repairs of buildings.....		24 20
Maintenance of equipment:		
Repairs of cars and other vehicles.....		634 34
Car cleaning		55 74
General repairs.....		10 38
Transportation expenses:		
Cost of electric motive power.....		1,157 88
Wages and compensation of persons employed in conducting trans- portation		1,820 02
Freight		7 13
Total operating expenses.....		\$5,890 86

GENERAL BALANCE SHEET.

ASSETS.		
Plant.....		\$43,000 00
Cash and current assets:		
Cash.....		170 48
Miscellaneous assets:		
Materials and supplies.....	\$469 64	
Other assets and property	177 98	
H. L. Shepherd, trustee of superintendent's house.	774 82	
Total miscellaneous assets.....		1,422 43
Total.....		\$44,592 90
LIABILITIES.		
Capital stock:		
Common		\$25,000 00
Funded debt.....		18,000 00
Current liabilities:		
Audited vouchers and bills payable.....		1,077 43
Profit and loss balance—surplus.		515 47
Total		\$44,592 90

CAPITAL STOCK.

Capital stock authorized by law, common.....	\$25,000 00	
Capital stock authorized by votes of company, common..	25,000 00	
Total capital stock issued and outstanding, common ..		\$25,000 00
Number of shares issued and outstanding, common..	250	
Number of stockholders, common.	7	
Number of stockholders in Maine, common	7	
Amount of stock held in Maine, common.....		25,000 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of Interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Funded debt	5%	July 1, 1916	\$18,000 00	\$900 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		143,236
Number of passengers carried per mile of railway track operated.....		66,307
Number of round trips run		11,624
Number of car miles run		52,308
Average number of persons employed.....		5
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power.....	3	
Open passenger cars equipped for electric power.....	2	
Total passenger cars of all kinds		5
Number of all above cars with 4 wheels.....		5
Snow plows		1
Electric motors ..		6

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line	2.13	...	.....	2.13
Length of sidings, switches, etc .....	.08	.....	.....	.08
Total length, computed as single track	2.16	.....	.....	2.16

System of electric motive power in use by the company, rent power of Oxford Light Company.

Names of the several cities and towns in which the railways operated by the company are located, Norway and Paris.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz.:		
With Norway branch and main line, Grand Trunk Rail- way on Pleasant St., South Paris.....	2	1
With Norway Branch of Grand Trunk, Paris St	1	1
Total number of tracks at crossings.....	3	2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Norway and Paris Street Railway Company, Norway, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Freeland Howe, Norway, Maine.
 Treasurer—H. L. Shepherd, Rockport, Maine.
 Clerk of Corporation—J. F. Hill, Augusta, Maine.
 General Manager—W. J. Jones, Norway, Maine.
 Superintendent—W. J. Jones, Norway, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

H. L. Shepherd, Rockport, Maine.
 Geo. E. Macomber, Augusta, Maine.
 J. Manchester Haynes, Augusta, Maine.
 J. F. Hill, Augusta, Maine.
 O. D. Baker, Augusta, Maine.
 Freeland Howe, Norway, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

J. MANCHESTER HAYNES,
 GEO. E. MACOMBER,
 JOHN F. HILL,
 H. L. SHEPHERD,
 Directors.
 H. L. SHEPHERD,
 Treasurer.

STATE OF MAINE.

Kennebec, ss. August 20, 1900.

Then personally appeared the above named J. Manchester Haynes, Geo. E. Macomber and John F. Hill and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, CHARLES R. WHITTEN, Justice of the Peace.

Report of the Portland Railroad Company for Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$418,511 00
Operating expenses.....		285,157 87
Net income from operation		\$128,254 23
Charges upon income accrued during the year:		
Interest on funded debt.....	\$42,500 00	
Interest and discount on unfunded debts and loans.....	4,208 88	
Taxes	9,854 52	
Total charges and deductions from income		56,663 40
Net divisible income		\$71,690 83
Dividends declared, 5% on common stock ..		49,780 00
Surplus for year ending June 30, 1900.....		\$21,910 83
Amount of surplus June 30, 1899.		79,111 32
Additions during the year:		
Portland and Cape Elizabeth Railway Company, balance property account		87,296 00
Total surplus June 30, 1900.....		\$188,818 15

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$410,364 67
Receipts from carriage of mails and parcels		835 97
Receipts from rentals of buildings and other property ..		1,201 80
Receipts from sales of manure		70 00
Receipts from advertising in cars		1,016 67
Miscellaneous receipts		222 30
Gross income from operation... ..		\$418,511 60
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.		\$8,942 69
General office expenses and supplies		269 80
Insurance		4,425 00
Other general expenses.....		10,511 00
Maintenance of roadway and buildings:		
Repairs of road-bed and track		\$27,050 14
Repairs of electric line construction.....		10,680 87
Removal of snow and ice		5,528 46
Repairs of buildings		5,717 64
Maintenance of equipment:		
Repairs of cars and other vehicles.....		\$17,444 15
Repairs of electric equipment of cars		18,509 59
Harnesses, horse-shoeing and veterinary care		300 00
Transportation expenses:		
Provender.....		\$2,269 56
Cost of electric motive power.....		84,197 00
Wages and compensation of persons employed in conducting transportation		110,581 68
Damages for injuries to persons and property....		3,094 73
Tolls for trackage rights over other railways, Tukey's bridge. . .		2,000 00
Rentals of buildings and other property.....		2,514 61
Miscellaneous expenses.		24,808 68
Total operating expenses.....		\$285,157 87

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Road-bed and tracks.....	\$621,359 06	
Electric line construction, including poles, wiring, feeder lines, etc....	56,292 47	
Total cost of railway owned.....		\$677,641 55
Equipment:		
Cars and other rolling stock and vehicles	\$185,269 07	
Electric equipment of same		
Horses		1,371 50
Total cost of equipment owned		186,540 57
Land and buildings:		
Land necessary for operation of railway		386,383 86
Electric power stations, including equipment.....		
Other buildings necessary for operation of railway....		
Other permanent property:		
Theatre corporation of Portland stock.....	\$1,000 00	
Portland and Cape Elizabeth Railway Company, con- struction and equipments represented by:		
Stock	\$450,000 00	
Bonds	400,000 00	
General construction.....	50,000 00	900,000 00
Total cost of other permanent property owned		901,000 00
Total permanent investments.		\$2,160,515 98
Cash and current assets:		
Cash.....	\$8,249 88	
Bills and accounts receivable	1,525 65	
Total cash and current assets		9,775 53
Total		\$2,170,291 51
LIABILITIES.		
Capital stock:		
Common		999,973 36
Funded debt.....		900,000 00
Current liabilities:		
Loans and bills payable.		82,000 00
Profit and loss balance—surplus		188,318 15
Total		\$2,170,291 51

CAPITAL STOCK.

Capital stock authorized by law, common	1,000,000 00	
Capital stock authorized by votes of company, common..	1,000,000 00	
Capital stock issued and outstanding, common		\$999,973 36
Number of stockholders, common	163	
Number of stockholders in Maine, common	134	
Amount of stock held in Maine, common.....		862,673 36

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Portland Railroad Company first mortgage bonds	4½%	May 1, 1912	\$500,000 00	\$22,500 00
Portland and Cape Elizabeth Railway Company first mortgage bonds	5%	Nov. 1, 1915	400,000 00	20,000 00
Total.....			\$900,000 00	\$42,500 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year.....	7,729,072
Number of round trips run	249,648
Number of car miles run.....	1,907,071
Average number of persons employed.....	299

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for trail.....	13	69
Box passenger cars equipped for electric power	56	
Total		
Open passenger cars equipped for trail	22	88
Open passenger cars equipped for electric power.....	66	
Total		
Total passenger cars of all kinds.....		157
Number of all above cars with 4 wheels		126
Number of all above cars with 6 wheels		2
Number of all above cars with 8 wheels		29
Construction, repair and other work cars.....		8
Snow plows		17
Road machines.....		2
Levellers.. ..		2
Tower wagons		3
Carts and snow sleds		7
Horses		19
Electric motors		240

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line... ..	27.14	12.44	... ..	39.58
Length of second track... ..	8.71	3.99	... ..	12.70
Total length of main track owned, etc.	35.85	16.43	... ..	52.28

RAILWAY OPERATED.

Length of railway line operated.....	39.58
Length of second track operated	12.70
Total length operated, computed as single track.	52.28

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....	39.58	... ..	39.58
Length of second track	12.70	... ..	12.70
Total length, computed as single track	52.28	... ..	52.28

System of electric motive power in use by the company, General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located, Portland, Westbrook, South Portland and Cape Elizabeth.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz:		
With Maine Central Railroad, Congress St., near Stroud- water	2	1
With Maine Central Railroad, Woodfords, Forest Avenue	2	1
With Maine Central Railroad, Portland, Brighton Avenue	2	1
With Maine Central Railroad, Woodfords, Woodfords Street	2	1
With Maine Central Railroad, Morrills, Allen Avenue..	2	1
With Maine Central Railroad, Westbrook, Main Street.	2	1
With Boston & Maine Railroad, Portland, Forest Avenue	2	1
With Boston & Maine Railroad, Portland, Forest Avenue	1	2
With Boston & Maine Railroad, Woodfords, Forest Avenue	1	1
With Boston & Maine Railroad, Morrills, Forest Avenue	2	1
With Boston & Maine Railroad, Woodfords, Ocean St..	1	1
With Boston & Maine Railroad, Cumberland Mills	4	1
CROSSINGS ON PORTLAND & CAPE ELIZABETH DIVISION.		
With Boston & Maine Railroad at Cape Elizabeth	1	1
With Boston & Maine Railroad, Portland, private way.	1	1
With Boston & Maine Railroad, Portland, State and Commercial Streets	2	1
With Boston & Maine Railroad, Portland, High and Commercial Streets	1	2
With Boston & Maine Railroad, Portland, Maple and Commercial Streets	2	2
Total number of tracks at crossings	32	20

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MIS- CONDUCT OR CARE- LESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	5	.....	3	.....	8
Other persons...	3	.....	3
Totals	5	.....	6	.....	11

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portland Railroad Company, 471 Congress Street, Portland, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—William R. Wood, Portland, Maine.

Treasurer—E. A. Newman, Portland, Maine.

Clerk of Corporation—E. A. Newman, Portland, Maine.

General Counsel—Charles F. Libby, Portland, Maine.

General Manager—E. A. Newman, Portland, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William R. Wood, Portland, Maine.

Charles F. Libby, Portland, Maine.

William G. Davis, Portland, Maine.

William A. Wheeler, Portland, Maine.

Ammi Whitney, Portland, Maine.

J. S. Ricker, Portland, Maine.

Chas. S. Fobes, Portland, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

WM. R. WOOD,
CHARLES F. LIBBY,
WM. G. DAVIS,
J. S. RICKER,
A. WHITNEY,
CHAS. S. FOBES,

Directors.

EDWARD A. NEWMAN,

Treasurer.

STATE OF MAINE.

CUMBERLAND, ss. Portland, October 13, 1899.

Then personally appeared the above named Wm. R. Wood, Charles F. Libby, Wm. G. Davis, J. S. Ricker, Chas. S. Fobes, A. Whitney and Edward A. Newman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES F. BERRY, Justice of the Peace.

Report of the Portland and Yarmouth Electric Railway Company for the Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$55,085 63
Operating expenses		39,275 83
Net income from operation		\$15,819 80
Charges upon income accrued during the year:		
Interest on funded debt.....	\$10,800 00	
Interest and discount on unfunded debts and loans	8,589 99	
Taxes	279 32	
Total charges and deductions from income.....		14,669 31
Net divisible income		\$1,150 49
Surplus for year ending June 30, 1900.....		1,150 49
Amount of surplus, June 30, 1899.....		5,480 58
Total surplus, June 30, 1900		\$6,611 07

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$52,686 81
Receipts from carriage of mails and parcels.....		896 39
Receipts from rentals of buildings and other property.....		171 81
Receipts from advertising in cars		182 00
Other earnings from operation.		1,077 13
Gross income from operation.		\$55,085 63
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.....	}	\$3,752 37
General office expenses and supplies.....		
Legal expenses.		
Insurance		
Other general expenses....	}	
Maintenance of roadway and buildings:		
Repairs of road-bed and track	}	\$4,725 78
Repairs of electric line construction		
Removal of snow and ice.....		
Repairs of buildings.....		
Maintenance of equipment:		
Repairs of cars and other vehicles.....	}	\$4,033 26
Repairs of electric equipment of cars		
Renewal of horses.....		
Harnesses, horse-shoeing and veterinary care		
Transportation expenses:		
Provender.....	}	\$26,764 42
Cost of electric motive power.....		
Wages and compensation of persons employed in conducting transportation		
Damages for injuries to persons and property.....		
Tolls for trackage rights over other railways		
Rentals of buildings and other property.....		
Other transportation expenses.....		
Total operating expenses		\$39,275 83

PROPERTY ACCOUNTS.

Additions:		
Extension of railway and tracks (length 4,488 feet).....	\$5,870 60	
New electric line construction (length 4,488 feet) and additional feeder construction	8,492 24	
Bridges	8,295 24	
Total additions to railway.....		\$17,658 08
Additional cars	\$18,343 20	
Electric equipment of same	11,711 92	
Other additional equipment.....	879 21	
Total additions to equipment ...		25,834 33
Additional equipment of power stations.....	\$14,258 75	
Other new buildings necessary for operation of railway	5,788 21	
Total additions to land and buildings		30,046 96
Additions to other permanent property:		
Underwood Spring		31,655 83
Total addition to property accounts for the year		\$85,195 80

GENERAL BALANCE SHEET.

ASSETS.		
Total cost of buildings, general construction, equipment, real estate and property		\$712,299 59
Cash and current assets:		
Cash.....		239 92
Miscellaneous assets:		
Materials and supplies.....		2,611 56
Total		\$715,211 07
LIABILITIES.		
Capital stock:		
Common.....		\$300,000 00
Funded debt.....		270,000 00
Current liabilities:		
Loans and bills payable.....		135,000 00
Accrued liabilities:		
Interest accrued and not yet due		3,600 00
Profit and loss balance—surplus		6,611 07
Total		\$715,211 07

CAPITAL STOCK.

Capital stock authorized by law, common	\$300,000 00	
Capital stock authorized by votes of company, common..	\$00,000 00	
Capital stock issued and outstanding, common		\$300,000 00
Number of shares issued and outstanding, common..	3,000	
Total number of stockholders, common	14	
Total stockholders in Maine, common	8	
Amount of stock held in Maine, common.		256,800 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage bonds	4%	Mar. 1, 1919	\$270,000 00	\$10,800 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		1,094,864
Number of passengers carried per mile of railway track operated.....		85,670
Number of round trips run		12,813
Number of car miles run.....		302,566
Average number of persons employed		69

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power.....	6	
Open passenger cars equipped for electric power.....	14	
Total passenger cars of all kinds.....		30
Express car—electric.....		1
Number of all above cars with 4 wheels.....		13
Number of all above cars with 8 wheels.....		3
Construction, repair and other work cars.....		4
Snow plows		3
Push car.....		1
Electric motors		43

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line	12.78	.....	.....	12.78
Length of sidings, switches, etc.....	1.49	.....	.....	1.49
Total length, computed as single track.....	14.27	.....	.....	14.27

RAILWAY OPERATED.

Length of railway line operated.....	12.78
Length of sidings, switches, etc., operated	1.49
Total length operated, computed as single track	14.27

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....	12.78	.....	12.78
Length of sidings, switches, etc.....	1.49	.....	1.49
Total length, computed as single track.....	14.27	.....	14.27

System of electric motive power in use by the company, General Electric, overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located, Portland, Falmouth, Cumberland and Yarmouth.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, viz.:		
With Portland R.R., corner Oxford and Washington Sts.	1
Total number of tracks at crossings.....	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Persons.....	1	.....	1

STATEMENT OF EACH ACCIDENT.

August 14, 1899, man injured by collision of car and express wagon.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portland and Yarmouth Electric Railway Company, Portland, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Seth L. Larrabee, Portland, Maine.
 Vice-President—William H. Milliken, Portland, Maine.
 Treasurer—Henry P. Cox, Portland, Maine.
 Clerk of Corporation—Henry P. Cox, Portland, Maine.
 General Counsel—Seth L. Larrabee, Portland, Maine.
 General Manager—S. Edgar Whitaker, Portland, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward B. Winslow, Portland, Maine.
 Hutson B. Saunders, Portland, Maine.
 William H. Milliken, Portland, Maine.
 Seth L. Larrabee, Portland, Maine.
 Henry P. Cox, Portland, Maine.
 Louis B. Wheldon, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

SETH L. LARRABEE,
 WM. H. MILLIKEN,
 EDWARD B. WINSLOW,
 HENRY P. COX,
 HUTSON B. SAUNDERS,
 Directors.
 HENRY P. COX,
 Treasurer.
 S. EDGAR WHITAKER,
 Superintendent.

STATE OF MAINE.

CUMBERLAND, ss. September 1, 1900.

Then personally appeared the above named Seth L. Larrabee, William H. Milliken, Hutson B. Saunders, Henry P. Cox and S. Edgar Whitaker and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CLARENCE W. PEABODY, Justice of the Peace.

Report of the Portsmouth, Kittery and York Street Railway Company for Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$71,180 88
Operating expenses		46,462 11
Net income from operation		\$24,718 47
Charges upon income accrued during the year:		
Interest on funded debt	\$12,000 00	
Interest and discount on unfunded debts and loans	34 14	
Taxes	417 73	
Total charges and deductions from income		12,451 87
Net divisible income		\$12,266 60
Dividends declared on common stock		15,986 00
Deficit for year ending June 30, 1900.....		\$3,729 40
Amount of surplus June 30, 1899		16,651 84
Surplus June 30, 1900		\$12,922 44
Deductions during the year:		
Old bills of year previous paid this year		5,085 00
Total surplus June 30, 1900.		\$7,837 44

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried.	\$66,042 00
Receipts from carriage of mails and parcels ..	2,148 88
Receipts from rentals of buildings and other property.....	201 05
Receipts from carriage of express.....	2,318 26
Receipts from advertising in cars.....	312 50
Receipts from sale of old material	163 39
Gross income from operation	\$71,180 88
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks.....	\$3,918 07
General office expenses and supplies.....	841 90
Legal expenses	115 00
Insurance	811 73
Other general expenses: Mail, express, amusements, telephone, traveling expenses of officers, etc	4,084 11
Maintenance of roadway and buildings:	
Repairs of road-bed and track	1,361 80
Repairs of electric line construction.....	589 90
Removal of snow and ice.....	227 76
Repairs of buildings.....	180 89
Maintenance of equipment:	
Repairs of cars and other vehicles.....	1,550 06
Repairs of electric equipment of cars	338 16
Miscellaneous shop expenses	28 19
Transportation expenses:	
Wages and compensation of persons employed in conducting trans- portation	18,229 22
Damages for injuries to persons and property	1,611 05
Rentals of buildings and other property	304 15
Other transportation expenses: Maintenance of boats and docks, ferry, fuel, supplies and miscellaneous expenses	12,639 23
Total operating expenses.....	\$46,462 11

PROPERTY ACCOUNTS.

Additions:		
St. Aspinquid Park		\$3,513 68
Additional cars (1 in number)	\$1,948 00	
Electric equipment of same	181 63	
Snow plow	884 00	
Heaters, track cleaners, etc.....	80 00	
Total additions to equipment		3,105 63
Boiler house and boiler	\$2,635 84	
Additional equipment of power stations, storage battery	5,199 57	
Total additions to land and buildings		7,835 41
Additions to other permanent property:		
Ferry boat.....	\$12,353 43	
Sundry track construction, betterments, etc	2,916 02	
Total additions to other permanent property		15,269 44
Total additions to property accounts.....		\$35,620 15

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investments		\$430,620 15
Cash and current assets:		
Cash.	\$4,355 98	
Bills and accounts receivable	653 10	
Other cash and current assets: Unexpired insurance...	146 86	
Total cash and current assets.....		\$5,155 94
Miscellaneous assets:		
Materials and supplies.....	\$729 21	
Stock fuel.....	578 00	
Total miscellaneous assets		1,377 21
Total		\$487,751 30
LIABILITIES.		
Capital stock:		
Common		\$330,300 00
Funded debt.....		200,000 00
Current liabilities:		
Loans and bills payable.....	\$3,015 86	
Notes payable.....	2,000 00	
Total current liabilities		5,015 86
Accrued liabilities:		
Interest accrued and not yet due.		4,000 00
Profit and loss balance—surplus		7,887 44
Total		\$487,751 30

CAPITAL STOCK.

Capital stock authorized by law, common	\$230,000 00	
Capital stock authorized by votes of company, common..	230,000 00	
Capital stock issued and outstanding, common.....		\$230,000 00
Number of shares issued and outstanding, common	2,308	
Number of stockholders, common	148	
Number of stockholders in Maine, common	37	
Amount of stock held in Maine, common		18,700 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Twenty year gold bearing \$1,000 and \$500 pieces. Interest payable semi-annually at the Waterville Trust Company, Waterville, Maine, trustee..	6%	1917	\$200,000 00	\$12,000 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		1,320,840
Number of passengers carried per mile of railway track operated.....		88,275
Number of round trips run.....		11,672
Number of car miles run.....		381,650
Average number of persons employed.....		60
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power.....	5	
Open passenger cars equipped for electric power.....	9	
Total passenger cars of all kinds.....		14
Mall car.....		1
Number of all above cars with 4 wheels ..		6
Number of all above cars with 8 wheels ..		8
Construction, repair and other work cars. . . .		1
Snow plows.....		2
Electric motors		26
Other items of equipment:		
Ferry boat.....		1
Tug boat used as ferry		1

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line operated	15.5	.....	.....	15.5
Length of sidings, switches, etc. ....	.15	.....	.....	.15
Total length, computed as single track.....	15.65	...	...	15.65

MOTIVE POWER

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....	15.5	.....	15.5
Length of sidings, switches, etc.....15	...	.15
Total length, computed as single track.....	15.65	.....	15.65

System of electric motive power in use by the company, General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Kittery, Kittery Point, York, York Harbor, York Beach to St. Aspinquid Park, connecting Portsmouth, N. H., by ferry.

GENERAL REMARKS AND EXPLANATIONS.

Two overhead crossings with York Harbor and Beach Railroad, branch of Boston and Maine. One at Seabury and one at York Harbor.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Portsmouth, Kittery and York Street Railway Company, Portsmouth, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—E. Burton Hart, Jr., No. 50 East 70th Street, New York, N. Y.
 Vice-President—Theodore L. Peters, No. 30 Pine Street, New York, N. Y.
 Treasurer—Frank E. Rowell, Kittery, Maine.
 Clerk of Corporation—Frank E. Rowell, Kittery, Maine.
 General Counsel—Frank E. Rowell, Kittery, Maine.
 General Manager—W. G. Meloan, Kittery, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

E. Burton Hart, Jr., No. 50 East 70th Street, New York, N. Y.
 Theodore L. Peters, No. 30 Pine Street, New York, N. Y.
 Frank E. Rowell, Kittery, Maine.
 W. G. Meloan, Kittery, Maine.
 Horace Mitchell, Kittery Point, Maine.
 Wilson M. Walker, York Village, Maine.
 M. I. Masson, Brunswick, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

E. BURTON HART, JR.,
 THEODORE L. PETERS,
 FRANK E. ROWELL,
 W. G. MELOON,
 HORACE MITCHELL,
 W. M. WALKER,
 Directors.
 FRANK E. ROWELL,
 Treasurer.
 W. G. MELOON,
 Superintendent.

STATE OF MAINE.

YORK, ss. October 15, 1900.

Then personally appeared the above named E. Burton Hart, Jr., Theodore L. Peters, Frank E. Rowell, W. G. Meloan, Horace Mitchell and W. M. Walker and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. J. KELLY, Notary Public.

Report of the Rockland, Thomaston and Camden Street Railway Company for Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$79,845 51
Operating expenses		52,106 08
Net income from operation		\$27,739 43
Charges upon income accrued during the year:		
Interest on funded debt	\$12,500 00	
Interest and discount on unfunded debts and loans	1 83	
Taxes	387 10	
Total charges and deductions from income		12,888 93
Surplus for year ending June 30, 1900		\$14,850 50
Amount of surplus June 30, 1899		71,770 01
Total surplus June 30, 1900		\$86,620 51

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$54,489 59
Receipts from carriage of mails and baggage		2,577 57
Receipts from rentals of buildings and other property		75 00
Receipts from freight		9,824 78
Receipts from advertising in cars		275 00
Receipts from American Express Company		475 73
Other earnings from operation:		
Power sold		12,094 79
Discounts		33 14
Gross income from operation		\$79,845 51
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$3,050 00
Insurance		591 89
Expense account		1,394 17
Maintenance of roadway and buildings:		
Repairs of road-bed and track		9,739 33
Repairs of electric line construction		537 56
Removal of snow and ice		355 47
Repairs of buildings		239 20
Maintenance of equipment:		
Repairs of cars		4,720 58
Repairs of electric equipment of cars		
Car cleaning		628 56
Transportation expenses:		
Power and repair machinery		12,545 65
Station lighting		744 74
Wages and compensation of persons employed in conducting transportation		9,021 86
Accident account		88 90
Internal revenue stamps		84 00
Rents		109 43
Other transportation expenses: Mail, baggage, express and freight		8,634 86
Total operating expenses		\$52,106 08

PROPERTY ACCOUNTS.

Additions permanent investment:		
Exchange of cars, trucks, equipment, etc .....	.....	\$10,007 45

GENERAL BALANCE SHEET.

ASSETS.		
Total permanent investment .....	.....	\$335,929 63
Cash and current assets:		
Cash	\$292 65	
Bills and accounts receivable	4,340 55	
Stock issued	250,000 00	
Total cash and current assets		254,633 20
Miscellaneous assets:		
Materials and supplies		4,946 43
Total		\$585,509 26
LIABILITIES.		
Capital stock:		
Common		\$250,000 00
Funded debt		250,000 00
Current liabilities:		
Unpaid bills		8,888 75
Profit and loss balance—surplus		86,620 51
Total		\$585,509 26

CAPITAL STOCK.

Capital stock authorized by law, common	\$300,000 00	
Capital stock authorized by votes of company, common ..	250,000 00	
Capital stock issued and outstanding, common		\$250,000 00
Number of shares issued and outstanding, common	2,500	
Number of stockholders, common	45	
Number of stockholders in Maine, common	44	
Amount of stock held in Maine, common		\$249,000 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage bonds.....	5%	May 1, 1922.	\$250,000 00	\$12,500 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		1,089,790
Number of passengers carried per mile of railway track operated.....		65,492
Number of round trips run		9,007
Number of car miles run ...		299,740
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power	7	17
Open passenger cars, trailers.	2	
Open passenger cars equipped for electric power.....	8	
Total passenger cars of all kinds.		
Mall car, electric		
Number of all above cars with 4 wheels		7
Number of all above cars with 8 wheels		1
Construction, repair and other work cars.		3
Snow plows.....		2
Two 8-wheel flat and one 4 wheel box cars.....		8
Motor freight car, 8 wheels		1
Electric motors		34

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line	16.64	.....	.....	16.64
Length of sidings, switches, etc.....	.57	.....	.....	.57
Total length, computed as single track	17.21	.....	.....	17.21

RAILWAY OPERATED.

Length of railway line operated.....	16.64
Length of sidings, switches, etc., operated .....	.57
Total length operated, computed as single track	17.21

System of electric motive power in use by the company, General Electric.

Names of the several cities and towns in which the railways operated by the company are located, Thomaston, Rockland, Rockport and Camden.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (9 in number), viz.:		
With Rockport Railroad, Commercial St., Rockport....	1	1
With Lime Rock Railroad, Camden St., Rockland.....	1	1
With Lime Rock Railroad, Sea St., Rockland.....	1	1
With Lime Rock Railroad, North Main St., Rockland...	1	1
With Lime Rock Railroad, Old County Road, Rockland	1	1
With Maine Central Railroad, South Main St., Rockland	1	1
With Maine Central Railroad, Mechanic St., Rockland..	1	1
With Maine Central Railroad, Park St., Rockland....	2	1
With Maine Central Railroad, Thomaston Road, Rockland	1	1
Total number of tracks at crossings.....		

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Employees	1	.....	1

STATEMENT OF EACH ACCIDENT.

November 19—Motorman slightly injured by cars coming together.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Rockland, Thomaston and Camden Street Railway, Rockland, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—Geo. E. Macomber, Augusta, Maine.
 Treasurer—A. D. Bird, Rockland, Maine.
 Clerk of Corporation—H. M. Heath, Augusta, Maine.
 Superintendent—Thos. Hawkens, Rockland, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Geo. E. Macomber, Augusta, Maine.
 John F. Hill, Augusta, Maine.
 H. L. Shepherd, Rockport, Maine.
 S. M. Bird, Rockland, Maine.
 W. T. Cobb, Rockland, Maine.
 W. S. White, Rockland, Maine.
 A. F. Crockett, Rockland, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEO. E. MACOMBER,
 H. L. SHEPHERD,
 W. T. COBB,
 S. M. BIRD,
 A. F. CROCKETT,
 W. S. WHITE,
 Directors.
 A. D. BIRD,
 Treasurer.
 THOMAS HAWKENS,
 Superintendent.

STATE OF MAINE.

KNOX ss. September 28, 1900.

Then personally appeared the above named Geo. E. Macomber, H. L. Shepherd, W. T. Cobb, S. M. Bird, A. F. Crockett, W. S. White, A. D. Bird and Thomas Hawkens and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

W. A. HOLMAN, Notary Public.

Report of the Sanford and Cape Porpoise Railway Company for Year Ending June 30, 1900.*

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation*		\$47,014 88
Operating expenses		33,588 47
Net income from operation		\$13,474 36
Charges upon income accrued during the year:		
Interest on funded debt	\$10,000 00	
Interest and discount on funded debts and loans	1,165 18	
Taxes	165 50	
Rentals of leased railways:		
Mousam River Railroad Company	3,160 00	
Total charges and deductions from income		14,491 68
Deficit for year ending June 30, 1900		\$1,017 32

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$34,410 85
Receipts from carriage of mails and parcels		349 50
Receipts from advertising in cars		98 50
Receipts from lighting		4,526 41
Receipts from express		447 68
Receipts from freight		17,184 70
Gross income from operation		\$47,012 88
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$1,705 79
General office expenses and supplies		336 78
Insurance		514 75
Other general expenses		964 84
Maintenance of roadway and buildings:		
Repairs of road-bed and track		\$555 73
Repairs of electric line construction		547 92
Removal of snow and ice		446 90
Repairs of buildings		1 88
Tools, repairs and renewal		102 32
Maintenance of equipment:		
Repairs of cars and other vehicles		\$4,606 76
Repairs of electric equipment of cars		
Transportation expenses:		
Oil and waste		\$148 38
Cost of electric motive power		6,606 86
Wages and compensation of persons employed in conducting transportation		12,392 00
Damages for injuries to persons and property		654 96
Lights		3,858 68
Total operating expenses		\$33,588 47

* Includes the operation of Mousam River Railway from August 19, 1899 to June 30, 1900.

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Road-bed and tracks	\$299,215 77	
Electric line construction, including poles, wiring, feeder lines, etc.	78,850 00	
Interest accrued during construction of railway	18,400 00	
Salaries, engineering and other expenses incident to construction	27,220 00	
Total cost of railway owned		\$418,483 77
Equipment:		
Cars and other rolling stock and vehicles	\$37,800 00	
Electric equipment of same	34,100 00	
Fencing extra cattle passes	6,300 00	
Total cost of equipment owned		78,800 00
Land and buildings:		
Land necessary for operation of railway	\$5,197 53	
Electric power stations, including equipment, storage, battery, etc	29,000 00	
Total cost of land and buildings owned		34,197 53
Total permanent investments		\$530,981 30
Cash and current assets:		
Cash	\$166 85	
Bills and accounts receivable	3,758 40	
Total cash and current assets		3,925 25
Miscellaneous assets:		
Treasury stock	\$1,000 00	
Bonds in treasury	4,000 00	
Total miscellaneous assets		5,000 00
Profit and loss balance—deficit.		1,017 34
Total		\$540,923 87
LIABILITIES.		
Capital stock:		
Common	\$233,000 00	
Preferred	17,000 00	
Total capital stock		\$250,000 00
Funded debt		250,000 00
Current liabilities:		
Loans and bills payable		40,923 87
Total		\$540,923 87

CAPITAL STOCK.

Capital stock authorized by law, common.....	\$233,000 00	
Capital stock authorized by law, preferred	17,000 00	
Total amount authorized by law ..	\$250,000 00	
Capital stock authorized by votes of company, common ..	233,000 00	
Capital stock authorized by votes of company, preferred..	17,000 00	
Total amount authorized by vote	\$250,000 00	
Capital stock issued and outstanding, common		\$233,000 00
Capital stock issued and outstanding, preferred		16,000 00
Total capital stock outstanding		\$249,000 00
Stock in treasury		1,000 00
Total capital stock liability.....		\$250,000 00
Number of shares issued and outstanding, common	2,330	
Number of shares issued and outstanding, preferred	116	
Total number of shares outstanding .	2,490	
Number of stockholders, common	15	
Number of stockholders, preferred	3	
Total number of stockholders	18	
Number of stockholders in Maine, common	11	
Number of stockholders in Maine, preferred... ..	2	
Total stockholders in Maine	13	
Amount of stock held in Maine, common	\$140,000 00	
Amount of stock held in Maine, preferred	3,000 00	
Total stock held in Maine.....	\$143,000 00	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Morton Trust Co., New York	5%	July, 1928..	\$340,000 00	\$10,000 00
Chas. H. Hurd, Shapleigh			6,000 00	
Bonds in treasury			4,000 00	
Total			\$350,000 00	\$10,000 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year.....	488,219
Number of passengers carried per mile of railway track operated	21,227
Number of round trips run	5,335
Number of car miles run	186,500
Average number of persons employed.....	44
The company commenced operating August 19, 1900.	

EQUIPMENT OWNED.		Number.	Total number.
Box passenger cars equipped for electric power.....	7		
Open passenger cars equipped for electric power... ..	9		
Total passenger cars of all kinds.....			16
Number of all above cars with 4 wheels.....			7
Number of all above cars with 6 wheels.....			9
Snow plows.....			1
Electric motors			2

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	20.45	2.58	..	23.03
Length of sidings, switches, etc	1.10	.68	.....	1.99
Total length, computed as single track	21.55	3.47	.....	25.02

RAILWAY OPERATED.

Length of railway line operated.. ..	23.03
Length of sidings, switches, etc., operated	1.99
Total length operated, computed as single track	25.02

System of electric motive power in use by the company, Westinghouse Electric Manufacturing Company.

Names of the several cities and towns in which the railways operated by the company are located, Sanford, Kennebunk and Cape Porpoise.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MIS-CONDUCT OR CARE-LESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Killed.	Killed.	Injured.
Passengers.....	1	.....	.....	.....	1

STATEMENT OF EACH ACCIDENT.

May 16, 1900—Car jumped track and Mrs. Herbert Nason claimed damages, being shaken up badly.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Sanford and Cape Porpoise Railway Company, Sanford, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—E. M. Goodall, Sanford, Maine.
 Vice-President—Frank Hopewell, 129 Washington St., Boston, Mass.
 Treasurer—L. B. Goodall, Sanford, Maine.
 Clerk of Corporation—Fred J. Allen, Sanford, Maine.
 General Counsel—Fred J. Allen, Sanford, Maine.
 General Manager—E. M. Goodall, Sanford, Maine.
 Superintendent—C. H. Bodwell, Sanford, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS

E. M. Goodall, Sanford, Maine.
 L. B. Goodall, Sanford, Maine.
 G. B. Goodall, Sanford, Maine.
 John Hopewell, Cambridge, Mass.
 Frank Hopewell, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ERNEST M. GOODALL,
 LOUIS B. GOODALL,
 GEORGE B. GOODALL,
 FRANK HOPEWELL,
 Directors.
 LOUIS B. GOODALL,
 Treasurer. }
 C. H. BODWELL,
 Superintendent.

STATE OF MAINE.

YORK, ss. October 16, 1900.

Then personally appeared the above named Ernest M. Goodall, Louis B. Goodall, George B. Goodall and Frank Hopewell and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT H. FERNALD, Justice of the Peace.

Report of the Skowhegan and Norridgewock Railway and Power Company for the Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$3,013 51
Operating expenses.....		2,523 08
Net income from operation		\$490 43
Charges upon income accrued during the year:		
Interest on funded debt	\$3,000 00	
Interest and discount on unfunded debts and loans.....	120 00	
Taxes	57 04	
Total charges and deductions from income		\$3,177 04
Deficit for year ending June 30, 1900.....		\$2,686 61
Amount of deficit June 30, 1899.....		7,500 00
Total deficit June 30, 1900.....		\$10,186 61

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$2,735 86
Receipts from carriage of mails and parcels		260 45
Other earnings from operation		17 20
Gross income from operation		\$3,013 51
EXPENSES OF OPERATION.		
General expenses		\$39 80
Maintenance of roadway and buildings:		
Repairs of road-bed and track		209 46
Repairs of electric line construction		47 65
Removal of snow and ice		24 15
Maintenance of equipment:		
Repairs of cars and other vehicles.....		93 98
Repairs of electric equipment of cars.....		116 08
Transportation expenses:		
Cost of electric motive power, water power.....		700 00
Wages and compensation of persons employed in conducting transportation		1,219 11
Oil and grease		72 90
Total operating expenses.....		\$2,523 08

PROPERTY ACCOUNTS.

Additions:		
"The Pines".....		\$2,012 28

GENERAL BALANCE SHEET.

ASSETS.		
Total cost of land and buildings owned ..		\$58,000 00
Other permanent property:		
"The Pines"		2,012 28
Total permanent investments.....		\$60,012 28
Cash and current assets:		
Cash.....		578 00
Miscellaneous assets:		
Materials and supplies.....		550 00
Profit and loss balance—deficit.....		58,870 72
Total.....		\$120,811 00
LIABILITIES.		
Capital stock:		
Common		\$50,000 00
Funded debt.....		50,000 00
Current liabilities:		
Loans and bills payable.	\$ 2,800 00	
Matured interest coupons unpaid (including coupons due July 1) ..	18,000 00	
Total current liabilities....		20,800 00
Accrued liabilities:		
Rentals accrued and not yet due		11 00
Total		\$120,811 00

CAPITAL STOCK.

Capital stock authorized by law, common	\$50,000 00	
Capital stock authorized by votes of company, common ..	50,000 00	
Capital stock issued and outstanding.		\$50,000 00
Number of shares issued and outstanding, common	500	
Number of stockholders, common .	10	
Number of stockholders in Maine, common	2	
Amount of stock held in Maine, common		\$44,666 66

REAL ESTATE MORTGAGES.

PROPERTY MORTGAGED.	Rate of Interest.	Mortgage when due.	Amount.	Interest paid during year.
Road and equipment.....	6%	1914	\$50,000 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		55,254
Number of passengers carried per mile of railway track operated.....		2,310
Number of round trips run		1,980
Number of car miles run.....		21,560
Average number of persons employed....		5

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power.....	2	
Open passenger cars equipped for electric power.....	3	
Total passenger cars of all kinds.....		5
Number of all above cars with 4 wheels.....		5
Construction, repair and other work cars.....		1
Snow plows ..		1
Electric motors ...		6
Generator.....		1

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned—miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line	5.75	.....	.....	5.75
Length of sidings, switches, etc .....	.10	.....	.....	.10
Total length, computed as single track	5.85	.....	.....	5.85

System of electric motive power in use by the company, Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Skowhegan and Norridgewock.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz:		
With Maine Central Railroad	2	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Skowhegan and Norridgewock Railway and Power Company, Skowhegan, Maine.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President—R. W. Brown, Skowhegan, Maine.

Treasurer—J. P. Clark, Skowhegan, Maine.

Auditor—A. H. Weston, Skowhegan, Maine.

Clerk of Corporation—Turner Buswell, Skowhegan, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

R. W. Brown, Skowhegan, Maine.

John P. Clark, Skowhegan, Maine.

Albert H. Weston, Skowhegan, Maine.

Amos F. Gerald, Fairfield, Maine.

Levy C. Emery, Skowhegan, Maine.

We hereby certify that the statements contained in the foregoing report are full, just and true.

A. H. WESTON,
R. W. BROWN,
Directors.
J. P. CLARK,
Treasurer.

STATE OF MAINE.

SOMERSET, ss. September 17, 1900.

Then personally appeared the above named A. H. Weston, R. W. Brown and J. P. Clark and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHESTER H. MILLS, Justice of the Peace.

Report of the Somerset Traction Company for the Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$13,637 81
Operating expenses.....		10,788 87
Net income from operation		\$2,849 44
Charges upon income accrued during the year:		
Interest and discount on unfunded debts and loans.....	\$1,307 44	
Taxes	235 68	
Lakewood, net loss of operation.	4,612 44	
Real estate bought.....	94 17	
Total charges and deductions from income		6,239 73
Deficit for year ending June 30, 1900.		\$3,390 29

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$12,783 05
Receipts from carriage of mails and parcels		854 78
Gross income from operation		\$13,637 81
EXPENSES OF OPERATION.		
General expenses:		
General office expenses and supplies.....		\$24 00
Legal expenses.		30 00
Insurance		227 68
Other general expenses... ..		1,104 15
Maintenance of roadway and buildings:		
Repairs of road-bed and track.		1,551 09
Removal of snow and ice.....		463 65
Maintenance of equipment:		
Repairs of cars and other vehicles.....		869 81
Repairs of electric equipment of cars.....		642 96
Transportation expenses:		
Cost of electric motive power (paid for the year ending June 30, 1900)		250 00
Wages and compensation of persons employed in conducting transportation		4,639 52
Damages for injuries to persons and property		664 73
Rentals of buildings and other property.....		175 00
Other transportation expenses.....		146 78
Total operating expenses.....		\$10,788 87

GENERAL BALANCE SHEET.

ASSETS.		
Total cost of railway owned.....		\$82,886 00
Total cost of equipment owned		22,000 00
Total cost of land and buildings owned		5,123 00
Other permanent property:		
Lakewood Farm and Grove		11,514 00
Total permanent investments.		\$121,623 00
LIABILITIES.		
Capital stock:		
Common		\$29,800 00
Real estate mortgages, bonded indebtedness.....		75,000 00
Current liabilities:		
Loans and bills payable.		16,823 00
Total liabilities		\$121,623 00

CAPITAL STOCK.

Capital stock authorized by law, common	\$200,000 00	
Capital stock authorized by votes of company, common..	75,000 00	
Capital stock issued and outstanding, common		\$29,800 00
Number of shares issued and outstanding, common	298	
Number of stockholders, common	8	
Number of stockholders in Maine, common	8	
Amount of stock held in Maine, common.....		29,800 00

REAL ESTATE MORTGAGES.

PROPERTY MORTGAGED, ETC.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during year.
All the property of the corporation.. ...	5%	May 1, 1926	\$75,000 00	

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		108,506
Number of passengers carried per mile of railway track operated.....		5,042
Number of round trips run		8,286
Number of car miles run.....		79,116
Average number of persons employed		9

EQUIPMENT OWNED.		Number.	Total number.
Box passenger cars equipped for electric power.....		3	
Open passenger cars equipped for electric power.....		4	
Total passenger cars of all kinds.....			7
Number of all above cars with 4 wheels.....			7
Snow plows			1
Flat cars			2
Electric motors			16

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owued.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line	12.00			12.00
Length of sidings, switches, etc.....	.23			.23
Total length, computed as single track.....	12.23			12.23

RAILWAY OPERATED.		
Length of railway line operated.....		12.00
Length of sidings, switches, etc., operated .....		.23
Total length operated, computed as single track		12.23

System of electric motive power in use by the company, General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located, Skowhegan and Madison.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Somerset Traction Company, Skowhegan, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—R. B. Shepherd, Skowhegan, Maine.

Treasurer—Joseph O. Smith, Skowhegan, Maine.

Clerk of Corporation—Joseph O. Smith, Skowhegan, Maine.

General Manager—R. B. Shepherd, Skowhegan, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

R. B. Shepherd, Skowhegan, Maine.

A. G. Blunt, Skowhegan, Maine.

J. O. Smith, Skowhegan, Maine.

S. W. Gould, Skowhegan, Maine.

J. P. Oak, Skowhegan, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

R. B. SHEPHERD,

S. W. GOULD,

J. O. SMITH,

J. P. OAK,

A. G. BLUNT,

Directors.

J. O. SMITH,

Treasurer.

R. B. SHEPHERD,

Superintendent.

STATE OF MAINE.

SOMERSET, ss. August 18, 1900.

Then personally appeared the above named R. B. Shepherd, S. W. Gould, J. O. Smith, J. P. Oak and A. G. Blunt and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD F. DANFORTH, Justice of the Peace.

Report of the Waterville and Fairfield Railway and Light Company for the Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation.....		\$43,558 85
Operating expenses.....		29,663 56
Net income from operation		\$13,895 29
Charges upon income accrued during the year:		
Interest on funded debt.....	\$12,245 00	
Interest and discount on unfunded debts and loans.....	764 86	
Taxes	1,921 02	
Total charges and deductions from income		14,930 88
Deficit for year ending June 30, 1900.....		\$1,034 99
Amount of surplus June 30, 1899.		1,350 28
Total surplus June 30, 1900.....		\$315 29

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.		
Receipts from passengers carried		\$22,781 30
Receipts from rentals of buildings and other property ..		647 89
Receipts from advertising in cars		75 00
Other earnings from operation:		
Lights and power	\$19,831 74	
Miscellaneous	123 02	
		20,054 76
Gross income from operation...		\$43,558 95
EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks.		\$2,103 67
General office expenses and supplies		27 20
Legal expenses		331 65
Insurance		560 00
Other general expenses:		
Operating and repairing light department.....	\$11,375 27	
General operating.....	1,829 66	
Sundry.....	800 50	
		14,005 62
Maintenance of roadway and buildings:		
Repairs of road-bed and track.		\$301 68
Repairs of electric line construction.....		646 50
Removal of snow and ice		675 85
Repairs of buildings		639 43
Maintenance of equipment:		
Repairs of cars and other vehicles.....		2,339 48
Transportation expenses:		
Wages and compensation of persons employed in conducting transportation		4,487 36
Damages for injuries to persons and property....		688 45
Rentals of buildings and other property.....		1,766 67
Total operating expenses.....		\$29,663 56

PROPERTY ACCOUNTS.

Additions:		
Electric equipment.....	\$1,156 87	
Snow plow	700 00	
Total additions to equipment ...		\$1,856 87
New electric power stations, including machinery, etc.....		4,424 78
Additions to other permanent property:		
Reconstruction of track and roadbed.....	\$ 391 14	
New equipment, light department	10,333 61	
Reconstruction of light plant.	579 88	
Total additions to other permanent property.		11,354 63
Total additions to property accounts		\$17,636 33
Deductions:		
Property sold or reduced in valuation and credited to property accounts:		
Iron and copper sold		145 89
Net additions to property accounts for the year.		\$17,490 44

GENERAL BALANCE SHEET.

ASSETS.		
Railway and electric light plant and equipments		\$267,246 66
Cash and current assets:		
Cash.....	\$ 294 62	
Bills and accounts receivable	5,419 82	
Suspense account	998 90	
Other cash and current assets, Class "B," bonds, with American Loan and Trust Company and hypothecated for loan	3,006 00	
Total cash and current assets.....		9,713 34
Miscellaneous assets:		
Materials and supplies.....	\$ 832 25	
Charter franchise	200,000 00	
Total miscellaneous assets.....		200,832 25
Total		\$477,792 25
LIABILITIES.		
Capital stock:		
Common		\$200,000 00
Funded debt.....		240,000 00
Real estate mortgages.....		4,731 90
Current liabilities:		
Loans and bills payable.....	\$17,150 00	
Matured interest coupons unpaid (including coupons due July 1)	1,014 00	
Rentals due July 1	1,475 00	
Due for supplies on betterment and expense account....	6,074 91	
Total current liabilities		25,713 91
Accrued liabilities:		
Interest accrued on class "B" bonds, defaulted May 1, 1900	\$5,250 00	
Interest accrued and not yet due	503 34	
Taxes accrued and not yet due	1,277 81	
Total accrued liabilities		7,031 15
Profit and loss balance—surplus		315 29
Total		\$477,792 25

CAPITAL STOCK.

Capital stock authorized by law, common	\$200,000 00	
Capital stock issued and outstanding, common		\$200,000 00
Number of shares issued and outstanding, common.. 2,000		
Total number of stockholders, common	49	
Total stockholders in Maine, common	37	

REAL ESTATE MORTGAGES.

PROPERTY MORTGAGED, ETC.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during year.
Nye Water Power, Fairfield.....	6%	Aug. 22, 1899	\$4,731 90	

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Underlying bond:				
Waterville and Fairfield Railroad.....	6%	1909	\$17,000 00	\$681 00
Waterville Electric Light and Power Co.	6%	1908	22,500 00	1,350 00
New bonds Waterville and Fairfield Railway and Light Company:				
Class "A".....	5%	1917	40,000 00	2,000 00
Class "B"	5%	1917	157,580 00	3,937 50
Bonds in trust with American Loan and Trust Company:				
Class "B"			1,000 00	
Bond hypothecated for loan:				
Class "B"			2,000 00	
Totals			\$240,000 00	\$7,968 50

\$39,500 Class B of 1897, held by American Loan and Trust Company of Boston, against above underlying bond.

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year.....		430,276
Number of passengers carried per mile of railway track operated.....		90,584
Number of round trips run.....		10,928
Number of car miles run.....		108,816
Average number of persons employed.....		24
EQUIPMENT OWNED.		
	Number.	Total number.
Box passenger cars equipped for electric power.....	4	
Open passenger cars equipped for electric power.....	5	
Total passenger cars of all kinds.....		9
Number of all above cars with 4 wheels.....		7
Number of all above cars with 8 wheels.....		2
Snow plows.....		1
Barges and omnibuses.....		1
Horse.....		1
Harnesses—single.....		1

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Total length of main track owned, etc.....	4.75			4.75
Length of sidings, switches, etc.....	.05			.05
Total length, computed as single track.....	4.80			4.80

System of electric motive power in use by the company, Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located, Waterville and Fairfield.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, (4 in number) viz.:		
With Maine Central Railroad, Lower College Avenue..	2	1
With Maine Central Railroad, Upper College Avenue..	2	1
With Maine Central Railroad, brick yard siding.....	1	1
With Maine Central Railroad, Fairfield.....	1	1
Total number of tracks at crossings.....	6	4
Number of above crossings at which frogs are inserted in the tracks.....		6

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Waterville and Fairfield Railway and Light Company, Waterville, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—George K. Boutelle, Waterville, Maine.
Treasurer—H. D. Bates, Waterville, Maine.
Clerk of Corporation—H. D. Bates, Waterville, Maine.
General Counsel—C. F. Woodward, Bangor, Maine.
General Manager—W. S. Wyman, Waterville, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George K. Boutelle, Waterville, Maine.
Henry R. Reed, 23 Broad Street, Boston, Mass.
Elias Milliken, Augusta, Maine.
W. S. Spaulding, 23 Broad Street, Boston, Mass.
Clarence A. Leighton, Thomaston, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

GEORGE K. BOUTELLE,
 Director.
H. D. BATES,
 Treasurer.
W. S. WYMAN,
 General Manager.

STATE OF MAINE.

KENNEBEC, ss. October 27, 1900.

Then personally appeared the above named George K. Boutelle, H. D. Bates, and W. S. Wyman and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, **WARREN C. PHILBROOK, Justice of the Peace.**

Report of the Westbrook, Windham and Naples Railway Company for the Year Ending June 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation		\$9,360 22
Operating expenses		6,387 43
Net income from operation		\$2,972 79
Charges upon income accrued during the year:		
Interest on funded debt.....	\$1,400 00	
Interest and discount on unfunded debts and loans	383 89	
Total charges and deductions from income.....		1,783 89
Total surplus, June 30, 1900		\$1,178 90

EARNINGS AND EXPENSES OF OPERATION.

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$8,019 18
Receipts from advertising in cars	16 50
Receipts from express	41 14
Receipts from gravel.....	1,283 40
Gross income from operation	\$9,360 22
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies	\$233 45
Insurance	150 00
Oil and waste	181 19
Advertising and sundries.....	139 78
Maintenance of roadway and buildings:	
Repairs of road-bed and track	696 10
Repairs of electric line construction	73 08
Removal of snow and ice	75 88
Maintenance of equipment:	
Repairs of cars and other vehicles.....	79 51
Repairs of electric equipment of cars	91 33
Transportation expenses:	
Cost of electric motive power.....	1,596 60
Wages and compensation of persons employed in conducting transportation	3,117 08
Damages for injuries to persons and property.....	3 50
Total operating expenses	\$6,387 43

GENERAL BALANCE SHEET.

ASSETS.		
Railway:		
Roadbed and tracks	\$87,367 38	
Electric line construction, including poles, wiring, feeder lines, etc.	8,697 74	
Total cost of railway owned.....		\$106,065 12
Equipment:		
Cars and other rolling stock and vehicles		
Electric equipment of same	\$11,140 81	
Other items of equipment.....	214 88	
Total cost of equipment owned		11,355 69
Land and buildings:		
Land necessary for operation of railway.....	\$1,348 98	
Other buildings necessary for operation of railway...	2,075 66	
Total cost of land and buildings, owned.....		3,424 64
Total permanent investments... ..		\$120,845 45
Cash and current assets:		
Cash	\$1,311 89	
Bills and accounts receivable.....	108 95	
Total cash and current assets.....		1,415 84
Total		\$122,261 29
LIABILITIES.		
Capital stock:		
Common		\$27,700 00
Funded debt.....		80,000 00
Current liabilities:		
Loans and bills payable.....		13,382 39
Profit and loss balance—surplus.....		1,178 90
Total		\$122,261 29

CAPITAL STOCK.

Capital stock authorized by law, common....	\$500,000 00	
Capital stock authorized by votes of company, common..	300,000 00	
Capital stock issued and outstanding, common		\$27,700 00
Number of shares issued and outstanding, common..	277	
Number of stockholders, common.	22	
Number of stockholders in Maine, common	21	
Amount of stock held in Maine, common.....		25,200 00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage bond	5%	July 1, 1919	\$66,000 00	\$1,400 00
Income bond	5%	July 1, 1919	24,000 00	
Total			\$90,000 00	\$1,400 00

VOLUME OF TRAFFIC—DESCRIPTION OF EQUIPMENT.

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year.....	161,610
Number of passengers carried per mile of railway track operated.....	30,820
Number of round trips run	6,236
Number of car miles run	66,412
Average number of persons employed.....	7
The company commenced operating August 12, 1899.	

EQUIPMENT OWNED.	Number.	Total number.
Box passenger cars equipped for electric power.....	2	
Box passenger cars equipped for trailer	1	
Total		3
Open passenger cars equipped for electric power.....	2	
Open passenger cars equipped for trailer	1	
Total		3
Total passenger cars of all kinds		6
Number of all above cars with 4 wheels.....		6
Construction, repair and other work cars		4
Snow plows		1
Electric motors ..		8

DESCRIPTION OF RAILWAYS OWNED AND OPERATED.

RAILWAY OWNED, LEASED, ETC.	Owned— miles.	Held under lease or contract.	Trackage over other railways.	Total.
Length of railway line.....	5.83	.....	.....	5.83
Length of sidings, switches, etc.....	.04	.....	.....	.04
Total length, computed as single track.....	5.87	.....	.....	5.87

MOTIVE POWER.

RAILWAY OPERATED.	By horse power only.	By electric power only.	By horse and electric power.	Total.
Length of railway line.....	5.83	... ..	5.83
Length of sidings, switches, etc.....04	.....	.04
Total length, computed as single track.....	5.87	.....	5.87

System of electric motive power in use by the company, Westinghouse.

Miles of new electric railway in process of construction June 30, 1900, 10.

Names of the several cities and towns in which the railways operated by the company are located, Westbrook and Gorham.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

Westbrook, Windham and Naples Railway Company, Westbrook, Maine.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

President—John C. Scates, Westbrook, Maine.
 Vice-President—James F. Hawkes, Portland, Maine.
 Treasurer—Russell D. Woodman, Westbrook, Maine.
 Clerk of Corporation—James H. Holman, Portland, Maine.
 General Counsel—Bird & Bradbury, Portland, Maine.
 General Manager—C. M. Waterhouse, Westbrook, Maine.
 Superintendent—A. F. Coffin, Westbrook, Maine.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John C. Scates, Westbrook, Maine.
 Charles M. Waterhouse, Westbrook, Maine.
 Charles B. Woodman, Westbrook, Maine.
 Russell D. Woodman, Westbrook, Maine.
 Henry P. Cox, Portland, Maine.
 George Burnham, Jr., Portland, Maine.
 James F. Hawkes, Portland, Maine.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

JOHN C. SCATES,
 HENRY P. COX,
 GEO. BURNHAM, JR.,
 CHAS. B. WOODMAN,
 CHAS. M. WATERHOUSE,
 RUSSELL D. WOODMAN,
 Directors.
 RUSSELL D. WOODMAN,
 Treasurer.
 CHAS. M. WATERHOUSE,
 General Manager.

STATE OF MAINE.

CUMBERLAND, ss. August 21, 1900.

Then personally appeared the above named John C. Scates, Henry P. Cox, George Burnham, Jr., Charles B. Woodman, Charles M. Waterhouse and Russell D. Woodman and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. E. BIRD, Justice of the Peace.

EXPENSE.

Appropriation.....	\$3,200 00	
Unexpended.....	206 04	\$3,406 04
Stationery, etc	\$385 08	
Express	200 04	
Magazines	44 00	
Postage, telegraph and telephone.....	431 02	
Clerk hire	388 86	
Stenography expense	168 53	
Miscellaneous, office	238 27	
Incidental Expenses of Commissioners in Discharge of Official Duties.		
J. B. Peaks.....	234 72	
Benj. F. Chadbourne.....	588 00	
Frederic Danforth.....	442 23	
Unexpended.....		\$3,188 89
		207 24
		\$3,406 04

December 1, 1900.

INDEX.

COMPARATIVE STATEMENTS—STATISTICAL INFORMATION, PART I.

SPECIAL INDEX PRECEDES DECISIONS OF THE BOARD, PART II, PAGE 69.

Augusta and Togus Railway:	PAGE
Articles of Association; withdrawn, Part II.....	152-155
Articles of Association; approved, Part II.....	155-167
Atlantic Shore Line Railway:	
Articles of Association; approved, Part II.....	103-108
Location of, approved in part, Part II.....	133-135
Location, variations, additions, etc., approved, Kennebunkport, Part II.....	180-189
Certificate to operate.....	183
Location in Biddeford, approved.....	184-187
Augusta, Hallowell and Gardiner Railroad; physical condition, Part I.....	60
Earnings, organization, officers, annual returns. See Appendix.....	304-307
Bangor and Aroostook Railroad; physical condition, Part I.....	46-47
History, organization, officers, annual returns. See Appendix.....	3-20
Location, change of in Blanchard, Part II.....	136-137
Highway crossing, Fort Fairfield Junction, dismissed.....	188-190
Highway crossing, approved, Fort Fairfield Junction.....	205-206
Highway crossing, New Sweden.....	191-192
Location, branch track, Island Falls, Part II.....	177-179
Bangor, Hampden and Winterport Railway; physical condition, Part I....	60
Earnings, organization, officers, annual returns. See Appendix.....	308-312
Bangor, Orono and Old Town Street Railway; physical condition, Part I..	60-61
Earnings, organization, officers, annual returns. See Appendix.....	313-317
Bangor Street Railway; physical condition, Part I.....	61
Earnings, organization, officers, annual returns. See Appendix.....	318-322
Benton and Fairfield Railway; physical condition, Part I.....	61-62
Earnings, organization, officers, annual returns. See Appendix.....	323-326
Certificate to operate, extension, Part II.....	152
Certificate to operate, extension, Part II.....	204
Biddeford, Kennebunk and Wells Electric Railway:	
Articles of Association, dismissed, Part II.....	108-117
Biddeford and Saco Railroad, physical condition, Part I.....	62
Earnings, organization, officers, annual returns. See Appendix.....	327-331
Certificate of operation, extension.....	191
Boston and Maine Railroad; physical condition, Part I.....	47-48
History, organization, officers, annual returns. See Appendix.....	21-51
Bridgton and Saco River Railroad; physical condition, Part I.....	56
History, organization, officers, annual returns. See Appendix.....	52-63
Calais Street Railway; physical condition, Part I.....	62
Earnings, organization, officers, annual returns. See Appendix.....	332-336

	PAGE
Canadian Pacific Railway; physical condition, Part I.....	48-49
History, organization, officers, annual returns. See Appendix.....	64-78
Cape Elizabeth Street Railway:	
Extension of--petition dismissed, Part II.	73-81
Franklin and Megantic, and Kingfield and Dead River Railroad; physical condition, Part I.	56-57
History, organization, officers, annual returns. See Appendix	79-86
Franklin, Somerset and Kennebec Railway:	
Crossing highway on line, Part II.	199-201
Crossing Maine Central Railroad, Part II.....	201-202
Crossing Somerset Railway, Part II.	208-204
Fryeburg Horse Railroad; physical condition, Part I.	63
Earnings, organization, officers, annual returns. See Appendix	337-340
Gardiner Street Railway:	
Articles of association dismissed, Part II.....	100-103
Articles of association dismissed, Part II	128-129
Georges Valley Railroad; physical condition, Part I.....	49
History, organization, officers, annual returns. See Appendix	87-96
Land taken for railroad use, Part II.....	133-139
Grand Trunk Railway; physical condition, Part I.....	49-50
History, organization, officers, annual returns. See Appendix	97-111
Automatic signals, Yarmouth, action on	188
Kennebec Central Railroad; physical condition, Part I.	57
History, organization, officers, annual returns. See Appendix	112-123
Kingfield and Dead River Railway:	
Location, extension of, approved, Part II	144-148
Location, branch tracks, approved, Part II	148-151
Certificate to operate, Part II	180
Lewiston, Brunswick and Bath Street Railway; physical condition, Part I.	63
Earnings, organization, officers, annual returns. See Appendix	341-347
Increase of capital stock, Part II.....	82-84
Extension to Freeport not approved, Part II	120-133
Lime Rock Railroad; physical condition, Part I.....	50
History, organization, officers, annual returns. See Appendix.....	124-134
Crossing Rockland, Thomaston and Camden Street Railway.....	207-208
Maine Central Railroad; physical condition, Part I.	50-51
History, organization, officers, annual returns. See Appendix.....	125-158
Highway crossing, by Maine Central Railroad, Waterville, approved, Part II.....	168-170
Location, change of, Wales. Part II	171-174
Location, change of, Etna. Part II	174-176
Highway crossing, Maine Central Railroad, Skowhegan	193-197
Milbridge and Cherryfield Electric Railroad:	
Articles of association, approved. Part II.	140-143
Monson Railroad; physical condition, Part I.	58
History, organization, officers, annual returns. See Appendix.....	159-169
Mousam River Railroad; physical condition, Part I	66
Earnings, organization, officers, annual returns. See Appendix.....	348-353
Norway and Paris Street Railway; physical condition, Part I.	63
Earnings, organization, officers, annual returns. See Appendix	353-357
Patten and Sherman Railroad; physical condition, Part I	46
History, organization, officers, annual returns. See Appendix.....	170-179
Penobscot Central Railway; physical condition, Part I	64
Phillips and Rangeley Railroad; physical condition, Part I.....	58
History, organization, officers, annual returns. See Appendix.....	180-191

	PAGE
Portland Railroad; physical condition, Part I	64
Earnings, organization, officers, annual returns. See Appendix	358-363
Portland and Rochester Railroad; physical condition, Part I	47-48
History, organization, officers, annual returns. See Appendix	192-205
Portland and Yarmouth Electric Railway; physical condition, Part I	65
Earnings, organization, officers, annual returns. See Appendix	364-368
Portsmouth, Kittery and York Street Railway; physical condition, Part I ..	65
Earnings, organization, officers, annual returns. See Appendix	369-374
Increase of capital stock, Part II	117-120
Certificate to operate extension, Part II	183
Portland and Rumford Falls Railway; physical condition, Part I	52
History, organization, officers, annual returns. See Appendix	206-221
Rockland, Thomaston and Camden Street Railway; physical condition, Part I	66
Earnings, organization, officers, annual returns. See Appendix	375-379
Crossing of, by Line Rock Railroad, Part II	207-208
Rumford Falls and Rangeley Lakes Railroad; physical condition, Part I ..	52
History, organization, officers, annual returns. See Appendix	222-234
Sandy River Railroad; physical condition, Part I	58-59
History, organization, officers, annual returns. See Appendix	235-246
Sanford and Cape Porpoise Railway; physical condition, Part I	66
Earnings, organization, officers, annual returns. See Appendix	380-384
Sebastcook and Moosehead Railroad; physical condition, Part I	53
History, organization, officers, annual returns. See Appendix	249-255
Skowhegan and Norridgewock Railway; physical condition, Part I	67
Earnings, organization, officers, annual returns. See Appendix	385-388
Somerset Railway; physical condition, Part I	53-54
History, organization, officers, annual returns. See Appendix	256-267
Somerset Traction Company; physical condition, Part I	67
Earnings, organization, officers, annual returns. See Appendix	389-392
Washington County Railroad; physical condition, Part I	54-55
History, organization, officers, annual returns. See Appendix, Part I	268-280
Waterville and Fairfield Railway; physical condition, Part I	67
Earnings, organization, officers, annual returns. See Appendix	393-397
Westbrook, Windham, and Naples Railway; physical condition, Part I	67
Earnings, organization, officers, annual returns. See Appendix	398-402
Wiscasset and Quebec Railroad; physical condition, Part I	59
History, organization, officers, annual returns. See Appendix	280-288
York County Central Electric Railway; approval of articles of association, Part II	95-100
York County Electric Railway; Articles of association disapproval of, Part II	84-95
York Harbor and Beach Railroad; physical condition, Part I	55
History, organization, officers, annual returns. See Appendix	289-299
Expense account. Appendix	403

Comparative Statements.

Operation in detail, steam railroads, Part II	211-226
Operation in detail, street railways, Part II	237-262

Appendix.

Annual returns of steam and electric railroads	3-402
------------------------------------------------------	-------

Ex J. H. J.
1217

